

March 20, 2025

Fatal Crash Review Commission 2024 Q1, Q3, Q4 Report

CITY OF ATLANTA



DEPARTMENT OF TRANSPORTATION

Mayor Andre Dickens
ATLDOT Commissioner Solomon Caviness IV

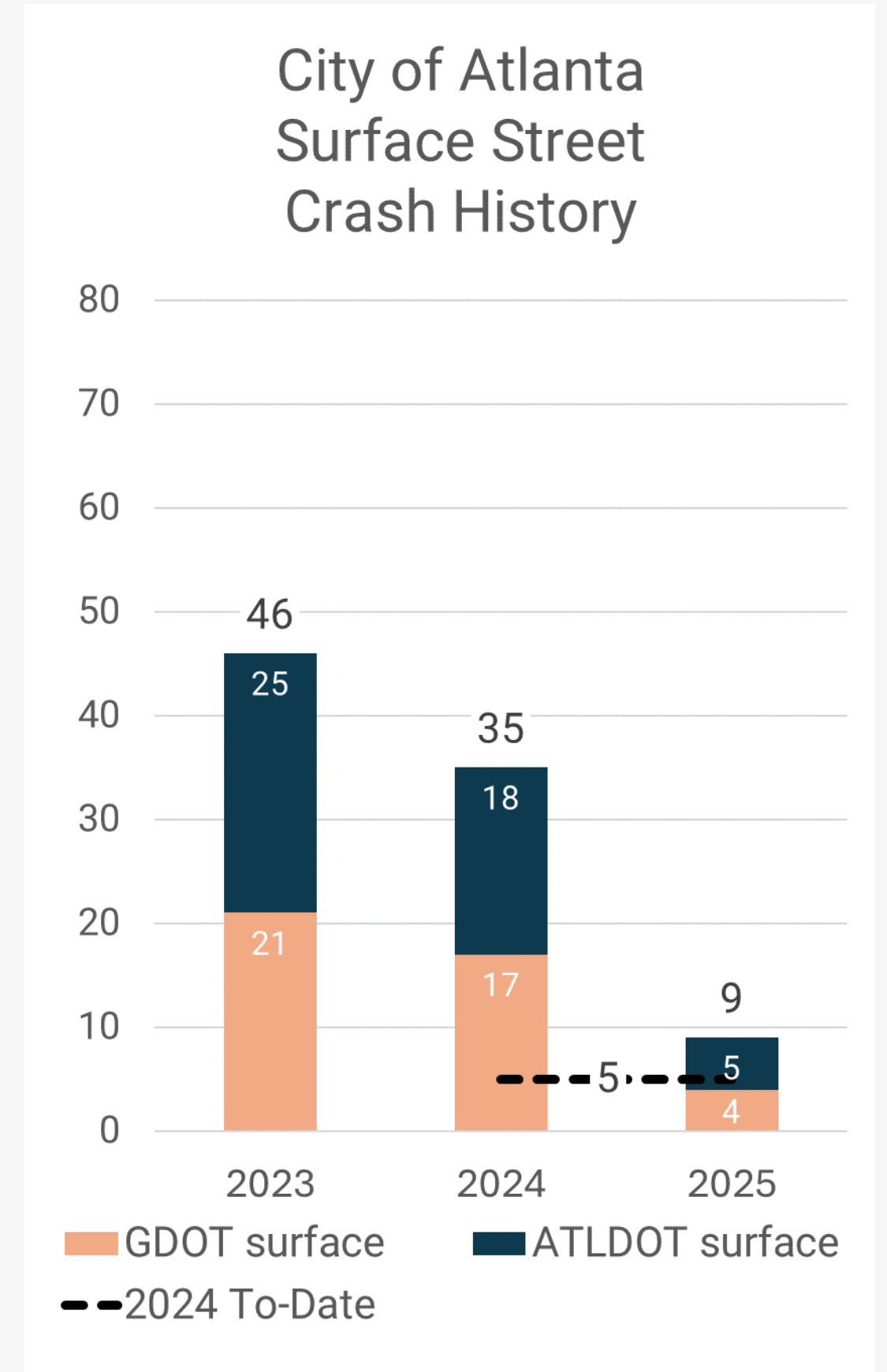
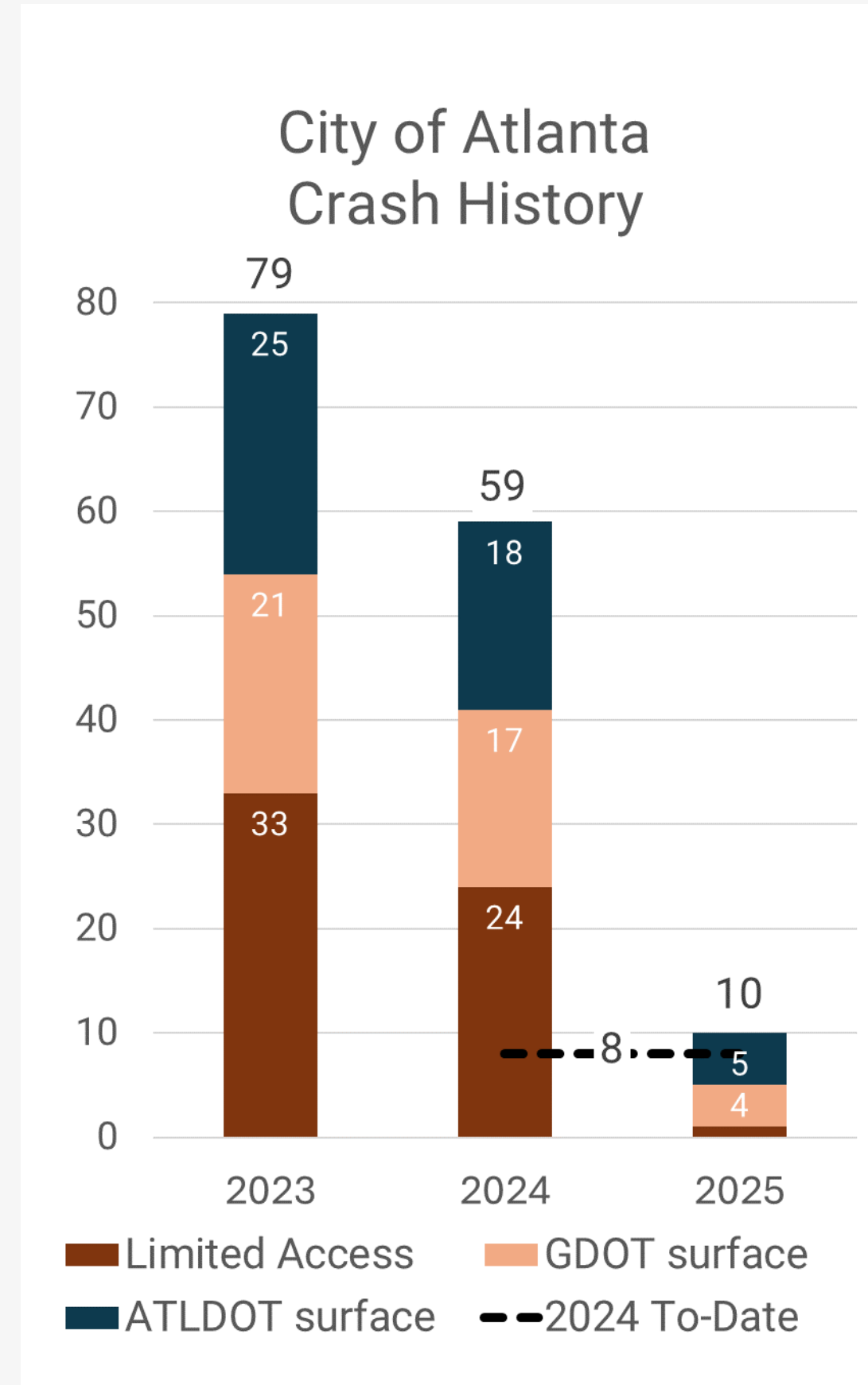
Agenda



- Adopt Commission Guidelines**
- Statistical Review**
- Public Comment**
- 2024 Q1 Crash Review**
- 2024 Q3 Crash Review**
- 2024 Q4 Crash Review**

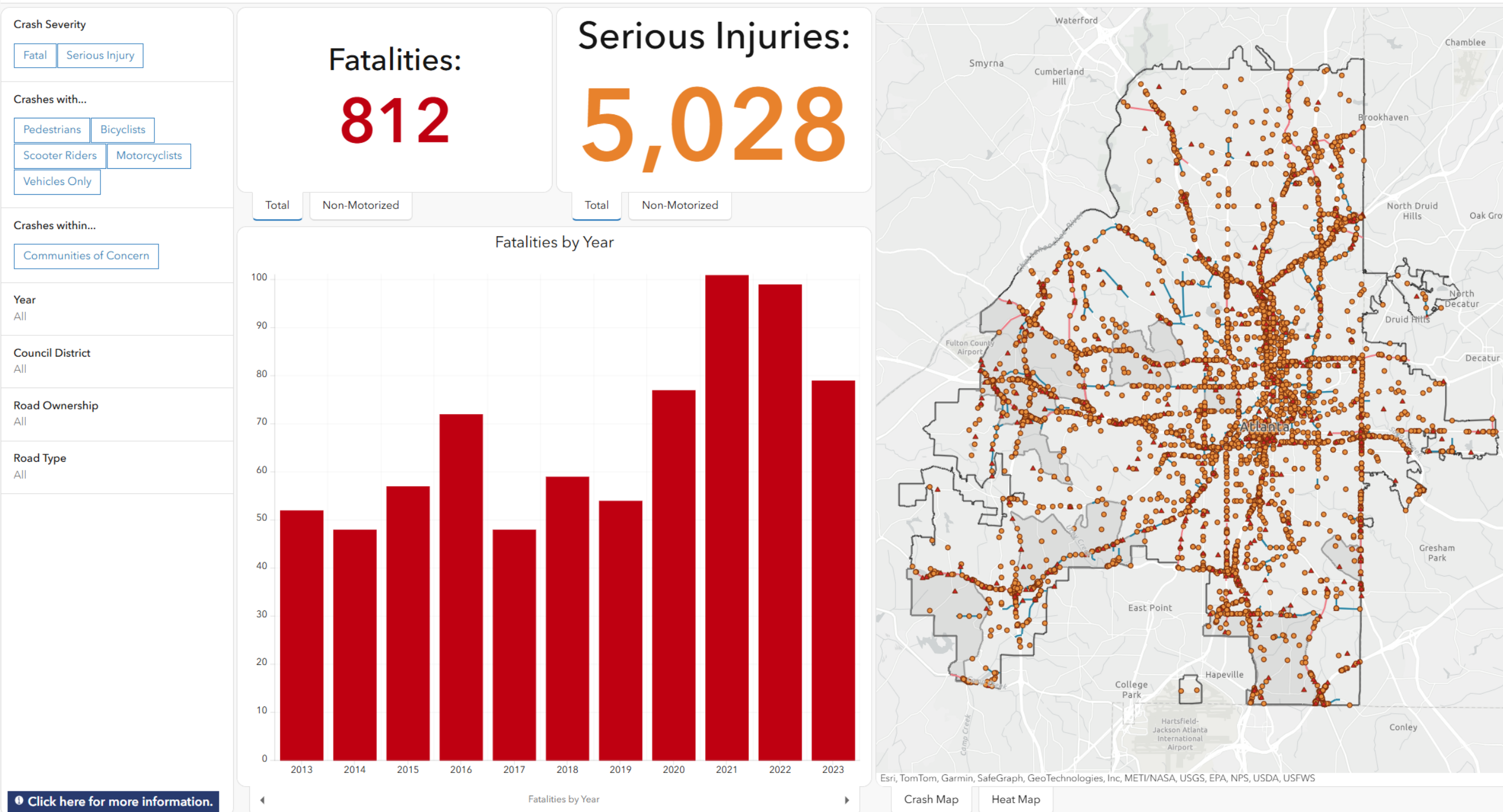
2023 & 2024 vs. 2025 Fatal Crash Comparison

- Year to Date (3/17/2025)
 - Trending above 2024
 - Larger percentage of Vulnerable Road Users



ATLDOT Vision Zero Dashboard

City of Atlanta Vision Zero Dashboard



- ❑ Shows locations for fatal and severe injuries going back to 2013.
- ❑ Data can be filtered by mode, council district, street ownership, highway/surface street, and equity geographies

[Click here for more information.](#)

<https://www.arcgis.com/apps/dashboards/dd914dcf7ae74cd0b6df025190c39df3>

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Q1-1

Joseph E. Boone Blvd NW near Griffin St NW

Details	
Crash Report #	243161360
Date & Time	1/12/2024 6:34 PM – Friday
Council District / NPU	District 3 / NPU L
Road Ownership	City
Functional Class	Major Collector
Traffic (AADT)	Approximately 7,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	No, but near segment to the west
VRU	Yes, Pedestrian
Collision Type	Not a Collision with a Motor Vehicle
Demographics	57 yr/old black male
Communities of Concern	Yes
Land Use	Single story commercial, multi-family apartments and nearby school (Hollis Innovation Academy)

Summary

Westbound driver hit pedestrian crossing within the crosswalk

Systemic Risk Factors

Within Community of Concern

Crash Location

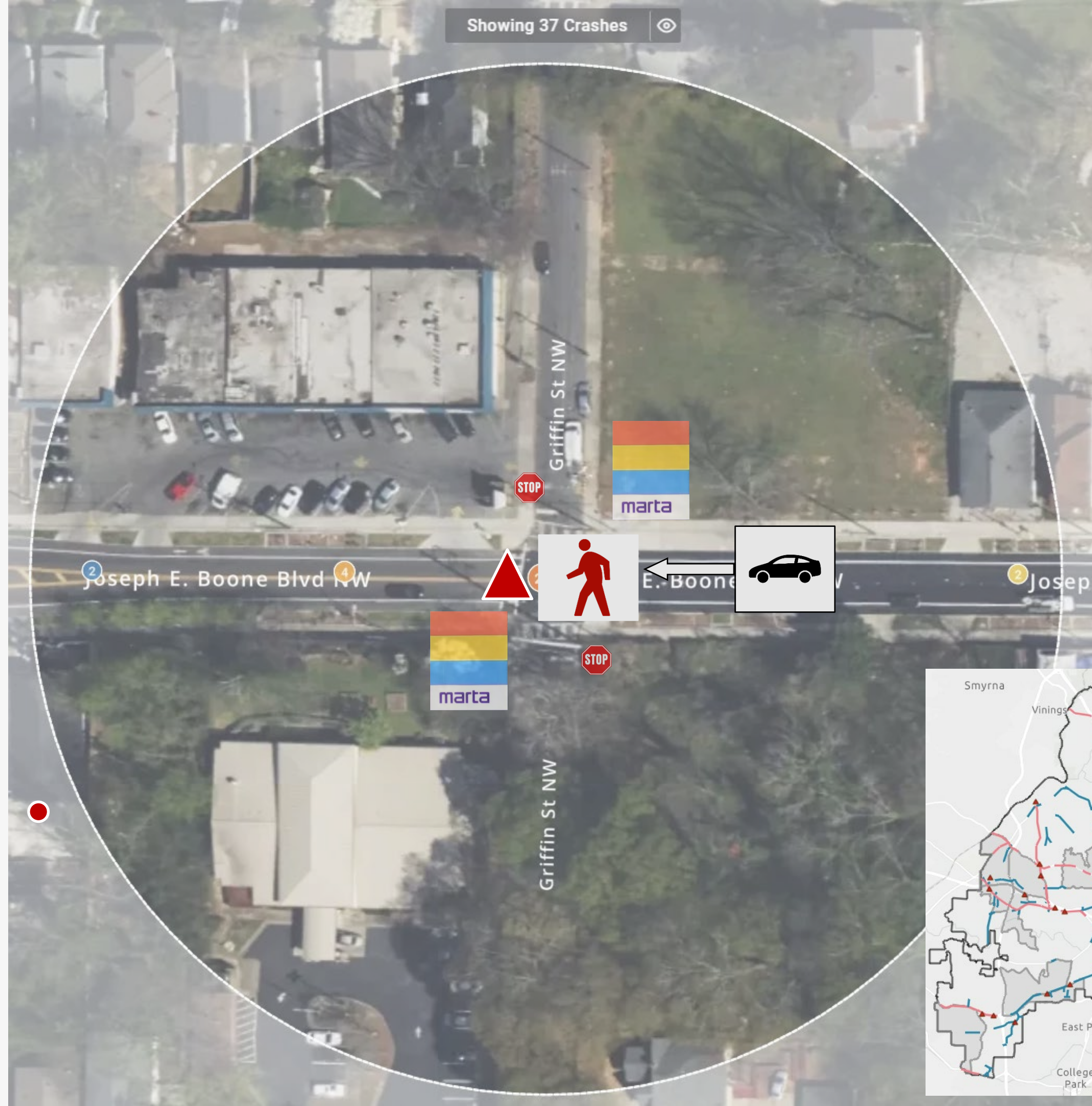
▲ 1/12/2024 fatal crash

10-year history

- 2018 – driver of stolen vehicle did not stop while heading north on Griffin, T-boning WB driver

Other Factors

- 51 bus route
- WB is slightly downhill



Plans

- None

Infrastructure

Changes

- 2020 complete streets and watershed management project added bioswales, landscape buffer, improved sidewalks, added crosswalks and bike lanes

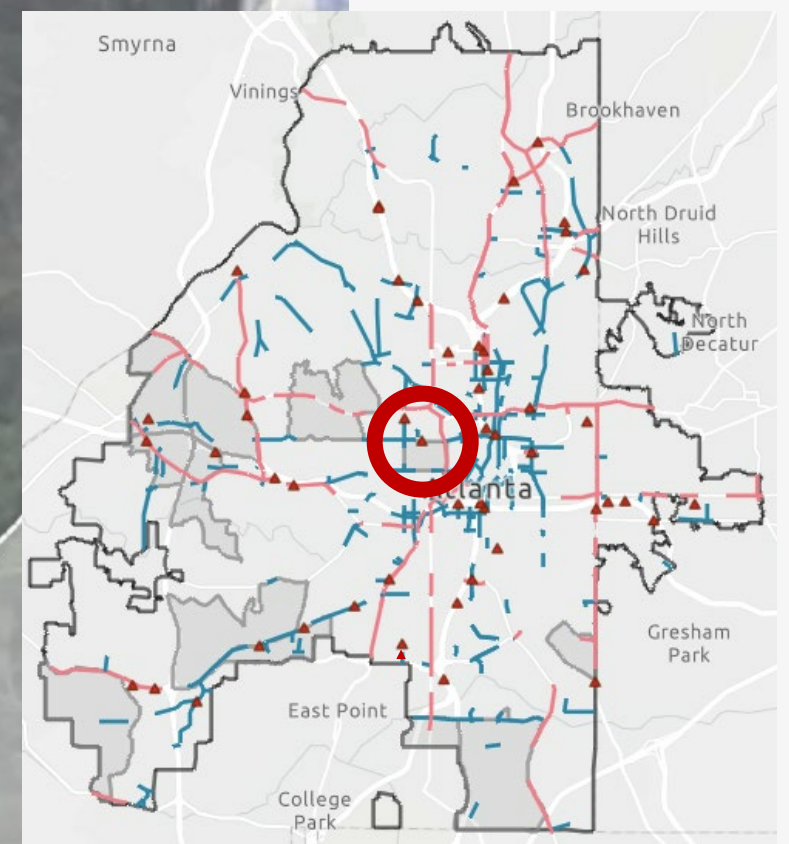


Figure 1: Joseph E. Boone Blvd NW looking west



Figure 2: Joseph E. Boone Blvd NW looking east



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Review speed limit sign spacing and update based on List of Roads approval
- Increase speeding, reckless driving enforcement

Immediate Actions

- Reviewed street lighting
- Applied for Bloomberg Asphalt Art grant for painted crosswalk – April 2025 selection announcement

Short Term Recommendations

- Install all-way stop: scheduled for March 24, 2025
- Implement speed limit change to 25mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Move ped crossing sign W11-2 on the SW corner within the furniture zone, closer to the roadway
- Review signal timing of Joseph E. Boone Blvd
- Consider flexposts on the bike lane stripe to visually narrow the roadway

Long Term Recommendations

- Install raised crosswalk

Q1-2

Venetian Dr SW near Elizabeth Ave SW

Details	
Crash Report #	240161747
Date & Time	1/16/2024 10:49 PM – Tuesday
Council District / NPU	District 4 & 12 / NPU S
Road Ownership	City
Functional Class	Major Collector
Traffic (AADT)	Approximately 4,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	No, but crash occurred near intersection with Campbellton Road
VRU	Yes, pedestrian
Collision Type	Departing the Roadway
Demographics	45 yr/old black male
Communities of Concern	No
Land Use	Single family residential and various commercial

Summary
Westbound driver sideswiped another vehicle on Campbellton Road, fled the scene, lost control at 1457 Venetian Drive, exited the roadway, and hit bystander pedestrian.

Systemic Risk Factors
Functional Class – Major Collector

Crash Location

▲ 1/16/2024 fatal crash

10-year history

● 2015 – serious injury angle crash

Other Factors

- Hit and Run driver
- Missing sidewalk on the north curb



Plans

- MARTA Campbellton Road BRT project
 - Station location

Infrastructure

Changes

- None

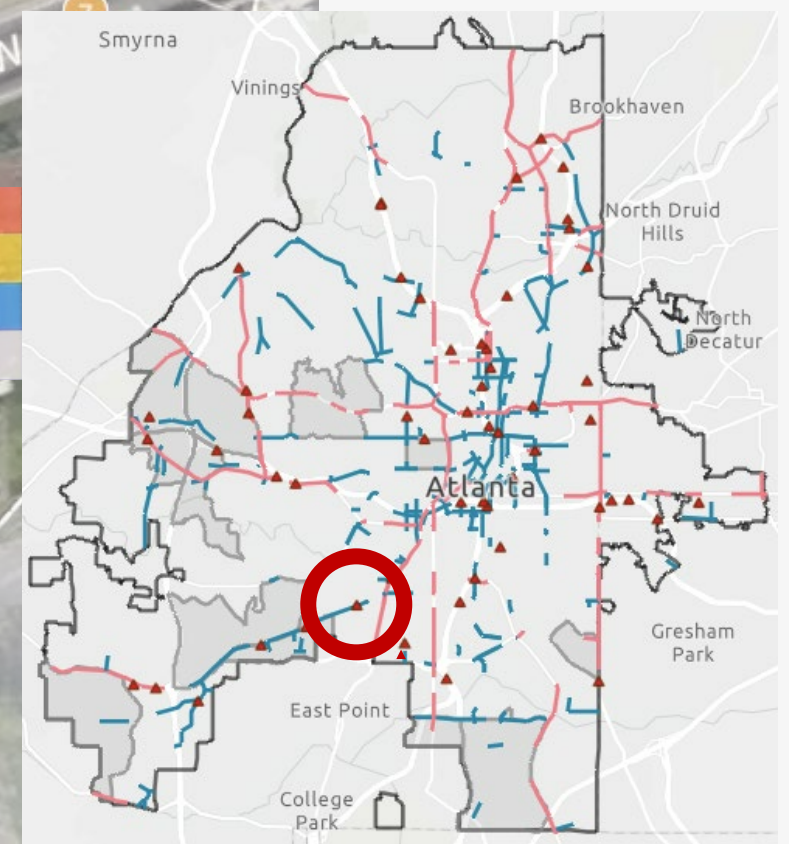


Figure 1: Venetian Dr SW looking west



Figure 2: Venetian Dr SW looking east



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Increase speeding, reckless driving enforcement

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Implement speed limit change to 25mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Restripe yellow centerline, white outside lane to formalize 10' lanes from Campbellton Rd/Kenilworth Dr to Westmont Rd

Long Term Recommendations

- Coordinate with MARTA Campbellton Road BRT for Campbellton Road at Venetian Drive intersection redesign
- Install sidewalks between Graymont Dr and Kenilworth Dr on north curb

Q1-3


Eva Davis Way SE at Campus Dr SE

Details	
Crash Report #	240381190
Date & Time	2/7/2024 2:30 PM – Wednesday
Council District / NPU	District 5 / NPU 0
Road Ownership	City
Functional Class	Local
Traffic (AADT)	Approximately 1,500 vehicles
Posted Speed	25 mph
HIN (2017-2021)	No
VRU	No
Collision Type	Departing the Roadway
Demographics	51 yr/old black male
Communities of Concern	No
Land Use	Drew Charter School and Charlie Yates Golf Course

Summary
Southbound driver exited the roadway and hit school fence.

Systemic Risk Factors
None

Crash Location

 2/7/2024 fatal crash

10-year history

- None

Other Factors

- Potential medical episode



Plans

- 2015 - Drew Charter School Safer Routes to School Travel Plan
- 2017 - Eva Davis Way Recommendations Memo
- 2022 – Updates to 2015 Plan
- 2024/25 Application for Project for Public Spaces

Infrastructure Changes

- Tactical bike lane for Drew Charter Elementary School

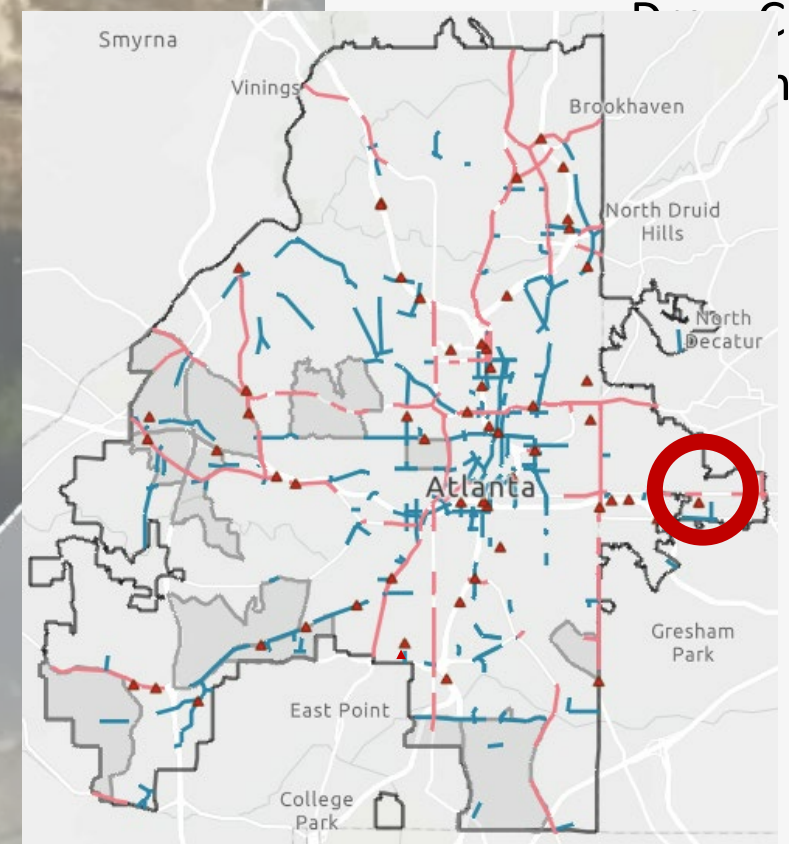


Figure 1: Eva Davis Way SE looking south



Figure 2: Eva Davis Way SE looking north



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Restripe yellow centerline, white outside lane to narrow through lane and left turn lane.
- Design and implement protected bike lane for Drew Charter Lower Campus if additional space that exists.

Long Term Recommendations

- Implement the Memorial Drive to Glenwood Avenue recommendations from previous plans

Q1-4


Hamilton E. Holmes Dr (SR 280) near Baker Ridge Dr NW

Details	
Crash Report #	240500182
Date & Time	2/19/2024 2:13 AM – Monday
Council District / NPU	District 3 & 10 / NPU I & J
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 12,750 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	No
Collision Type	Head On
Demographics	41 yr/old black female
Communities of Concern	Yes
Land Use	Single family residential and day care facility



Summary
Northbound driver failed to negotiate the curve, crossed the yellow line and hit southbound driver

Systemic Risk Factors
Functional Class – Minor Arterial
AADT > 10,000

Crash Location

 2/19/2024 fatal crash

10-year history

-  2 Fatal Crashes
 - 2019 high speed roadway departure
 - 2021 head on, failure to negotiate curve
-  8 Serious Injury Crashes
 - 4 failure to negotiate curve / run off the road
 - 3 separate pedestrian crashes closer to Baker Ridge
 - 1 motorcyclist
 - 1 left angle crash

Other Factors

- Suspected Speed related



Plans

- None

Infrastructure Changes

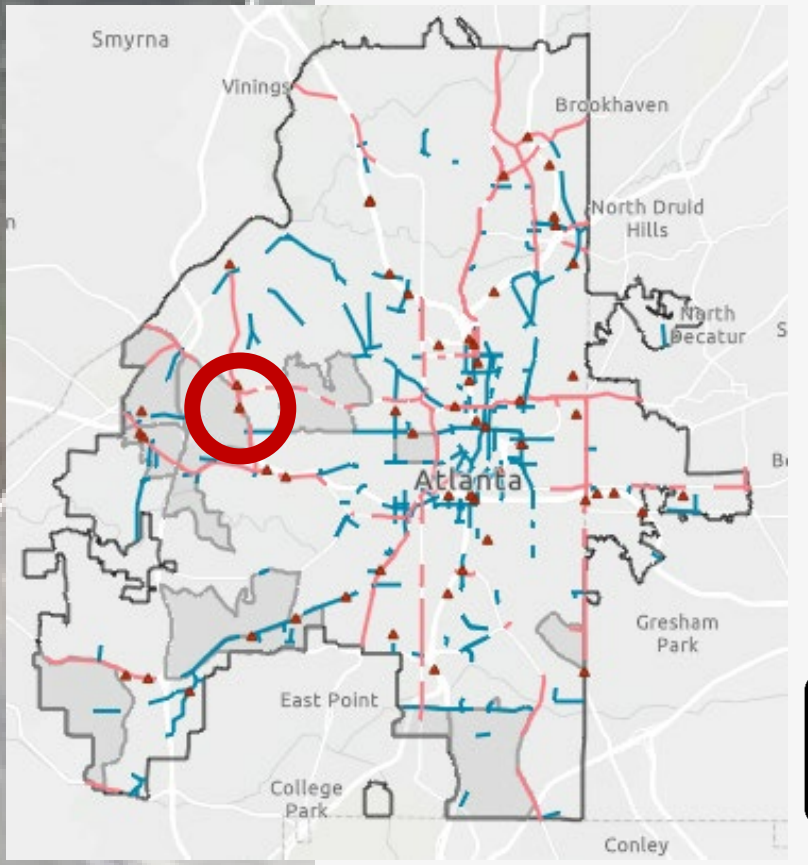


Figure 1: HE Holmes Dr NW (SR 280) looking north



Figure 2: HE Holmes Dr NW (SR 280) looking south



Recommendations

Lead Agency: GDOT / APD

Systemic Recommendations

- Increase speeding, reckless, and distracted driving enforcement
- Conduct state-wide curve related crash safety analysis

Immediate Actions

- Added curve warning signs
- Added skip lane markings and raised pavement markings
- Added NB curve ahead / speed limit advisory sign (25 mph)
- Updated SB curve ahead speed limit advisory sign (25 mph)
- Installed temporary feedback sign for SB movement

Short Term Recommendations

- Enforce speed limit, in accordance with temporary feedback sign agreement
- Move location of NB curve ahead / speed limit advisory sign closer to the curve (100 feet, recommended)
- Review speed limit signage placement along corridor
- Extend raised parking markings and curve warning signs (chevrons) further south, for NB visibility
- Close MARTA bus stop at Baker Ridge Drive to consolidate with nearby stops with Safe Routes to Transit improvements at Old Know Dr and Baker Rd

Long Term Recommendations

- Pilot and/or implement recommendations from GDOT curve-related crash safety report

Q1-5

Sardis Way NE / Bolling Way NE at Peachtree Rd NE (US 19)

Details	
Crash Report #	240680299
Date & Time	3/8/2024 2:59 AM – Friday
Council District / NPU	District 7 / NPU B
Road Ownership	GDOT
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 6,000 vehicles on Sardis; 28,000 vehicles on Peachtree
Posted Speed	25 mph on Sardis, 35 mph on Peachtree
HIN (2017-2021)	Yes, on Peachtree
VRU	No
Collision Type	Not a Collision with Motor Vehicle
Demographics	43 yr/old black male
Communities of Concern	No
Land Use	Multi-story, mixed-use residential, commercial, and office

Summary
Eastbound driver lost control when turning left onto Peachtree Rd and hit pole

Systemic Risk Factors	
Sardis Way	Peachtree Rd
	# of Through Lanes – 5 lanes
	Functional Class – Principal Arterial
	AADT > 10,000

Crash Location

▲ 3/8/2024 fatal crash

10-year history

- 4 Serious Injury Crashes
 - 1 motorcycle EBL loss of control
 - 1 pedestrian right turn on red
 - 1 pedestrian, ped crossing against the signal
 - 1 left angle crash

Other Factors

- Speed related
- Suspected alcohol related



Plans

- None

Infrastructure Changes

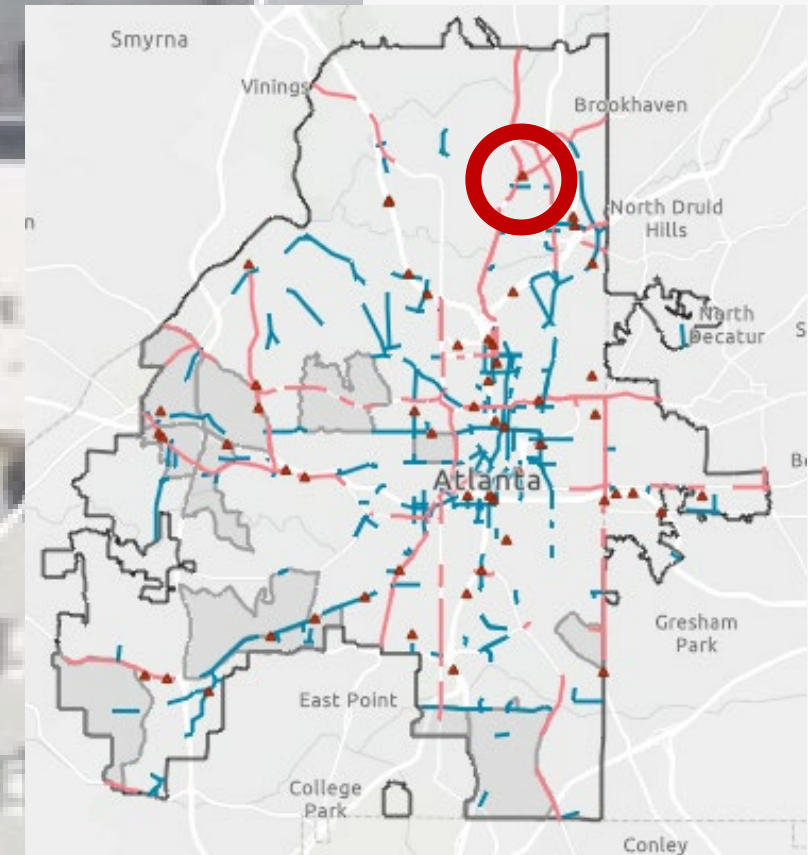


Figure 1: Sardis Way
NE looking east

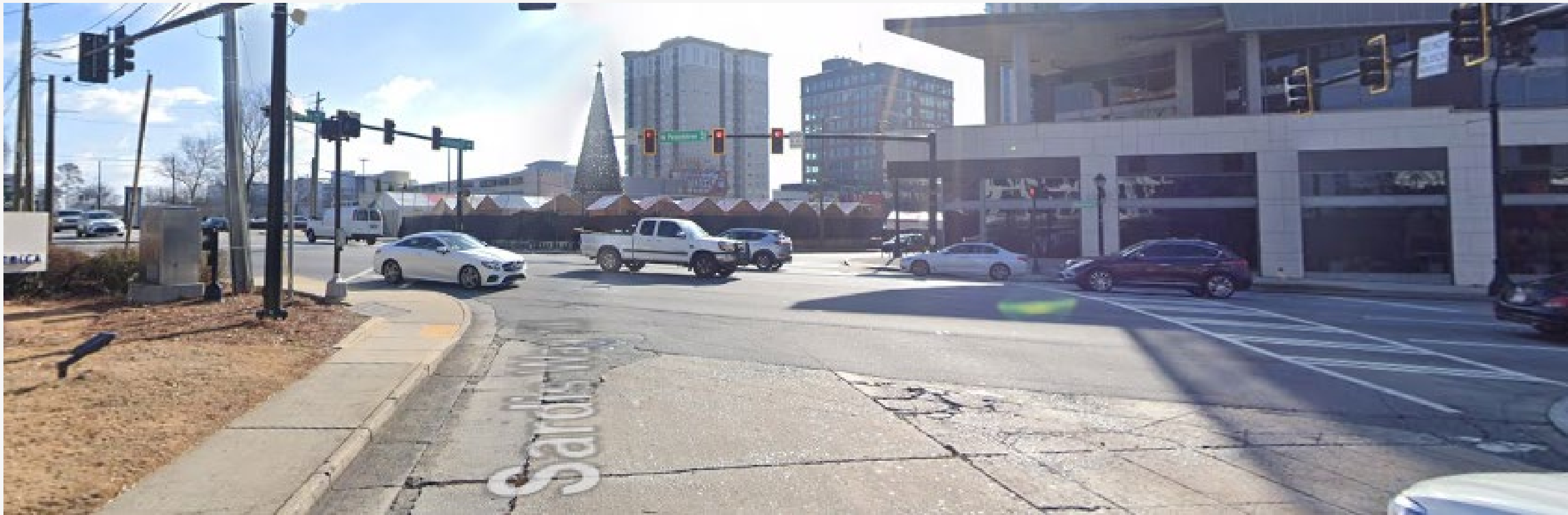


Figure 2: Peachtree Rd
(US-19) looking south



Recommendations

Lead Agency: GDOT/
ATLDOT

Systemic Recommendations

- Increase speeding, reckless, and distracted driving enforcement

Immediate Actions

- LPI installed in September 2024

Short Term Recommendations

- Restripe centerline on Sardis Way and install RPMs
- Restripe west leg crosswalk
- Restripe west leg stop bar
- Restripe white lane striping
- Consider Sardis Way bulbouts with truck apron on the north curb to narrow intersection viewshed and formalize pick-up, drop-off area

Long Term Recommendations

- Signal Pole right of way acquisition and relocation
- Coordinate with Buckhead CID project to bury utilities
- Recommend replacing curb where asphalt and curb are near the same height
- Review opportunity for a dedicate left turn lane on Bolling Way

Q1-6


John Lewis Freedom Pkwy (SR 10) at North Highland Ave NE

Details	
Crash Report #	240891920
Date & Time	3/29/2024 8:30 PM – Friday
Council District / NPU	District 2 / NPU N
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 14,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	No
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	34 yr/old white female
Communities of Concern	No
Land Use	Carter Center, Freedom Parkway paths, single family residential and commercial/retail


Summary
Eastbound driver struck a pedestrian crossing the east leg southbound against the signal.

Systemic Risk Factors
Functional Class – Minor Arterial
Signalized intersection on this segment

Crash Location

 3/29/2024 fatal crash

10-year history

 1 Serious Injury Crash in 2014

- Pedestrian hit by EB driver outside the crosswalk

Other Factors

Showing 135 Crashes



Plans

- 2010 Poncey-Highland Neighborhood Master Plan
- 2018 Cycle Atlanta 2.0
- 2023 Freedom Park Master Plan

Infrastructure Changes

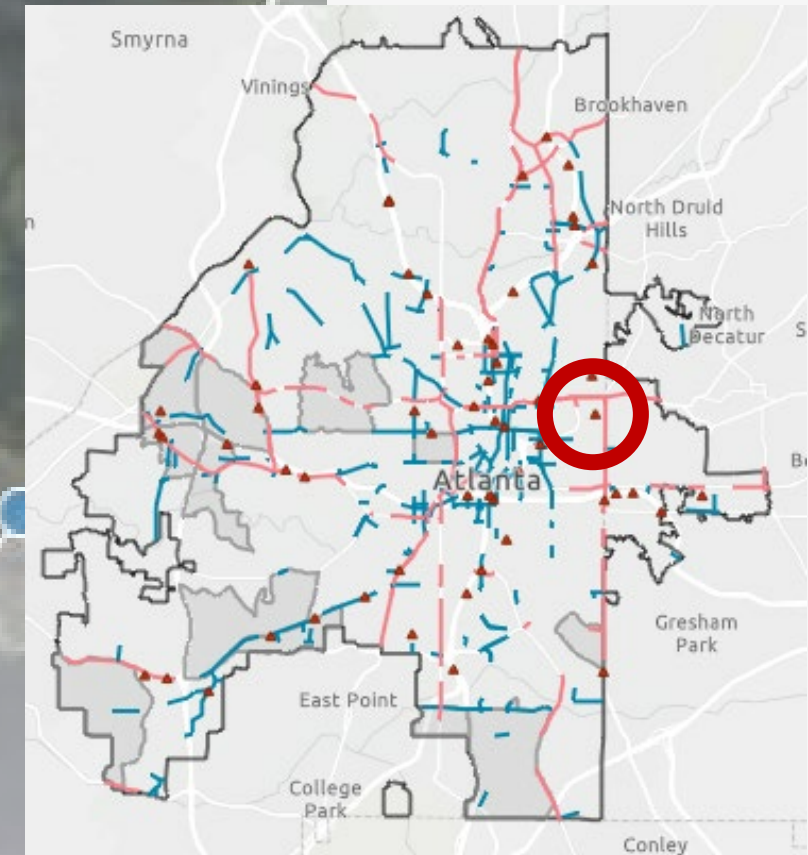


Figure 1: Freedom Parkway (SR 10) looking east



Figure 2: Freedom Parkway (SR 10) looking west



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Increase speeding, reckless, and distracted driving enforcement

Immediate Actions

- Added extended medians to protect crosswalks
- Added green bike lane crossing markings

Short Term Recommendations

- Review speed limit signage placement along corridor
- Install Leading Pedestrian Interval or Pedestrian scramble
- Review and modify signal timing to lower pedestrian wait times for all legs

Long Term Recommendations

- Implement Cycle Atlanta 2.0 concept of bike lanes on N. Highland Ave and redesign intersection to include protected intersection

Q3-1

Campbellton Rd SW at Wells Dr NW

Details	
Crash Report #	241831033
Date & Time	7/01/2024 1:08 PM – Monday
Council District / NPU	District 11 / NPU R
Road Ownership	ATLDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 6,700 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	Motorcyclist
Collision Type	Angle
Demographics	16 yr/old black male
Communities of Concern	Yes
Land Use	Residential and wooded greenspace

Summary
Westbound driver was speeding and hit a southbound right turning dirt bike rider. The dirt bike rider failed to stop at the stop sign at Campbellton Road and was struck upon entering Campbellton Road

Systemic Risk Factors
Functional Class – Minor Arterial
AADT > 5,000 vehicles
Within a Community of Concern
85 th percentile speed > 40 mph (41mph)

Crash Location

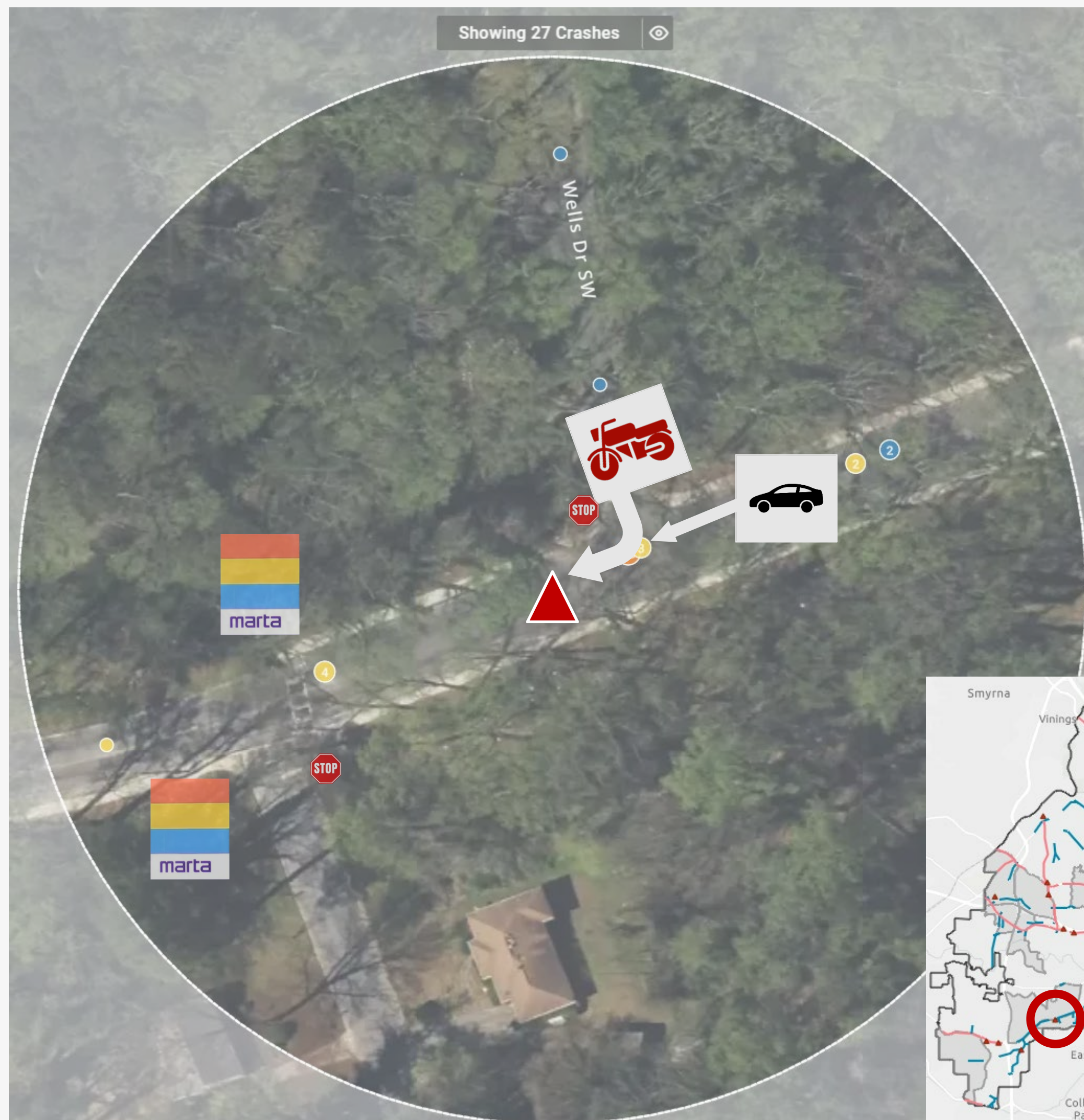
▲ 7/01/2024 fatal crash

10-year history

- 1 Serious Injury in 2022
 - Head on collision after avoiding patch of icy water

Other Factors

- Westbound lane is downhill
- Wells Drive north leg is slightly obscured due to curve and vegetation and shade
- Nearby striped crosswalk for Wells St south leg
- Faded Centerline

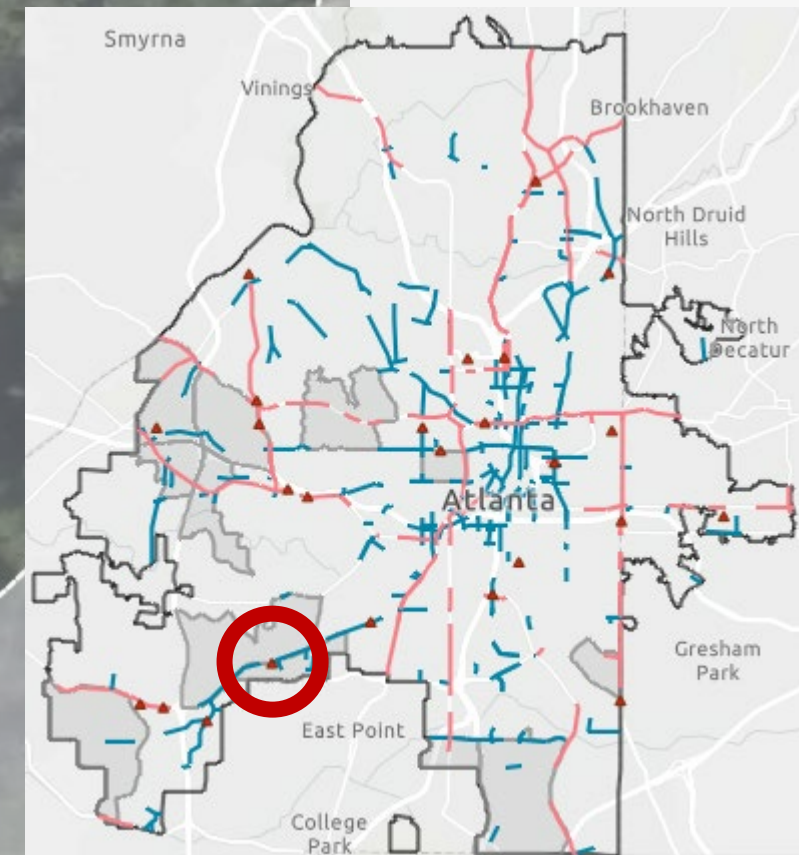


Plans

- 2024 Campbellton Road Resurfacing
- MARTA Campbellton Road BRT project
- Trails ATL plan
 - Campbellton Trail
 - Utoy Creek trail

Infrastructure Changes

- 2019 sidewalk installations on Campbellton Road



*Figure 1:
Campbellton Rd
SW at Wells Dr
SW looking west*



*Figure 2:
Campbellton Rd
SW at Wells Dr
SW looking east*



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Review speed limit sign spacing and update based on List of Roads approval
- Increase speeding, reckless driving enforcement

Immediate Actions

- Reviewed street lighting

Short Term Recommendations

- Implement speed limit change to 30mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Add Speed Limit Signs and advisory speed limit signs
- Install curve warning signs and intersection warning signs
- Restripe the Centerline – will be addressed with the resurfacing
- Vegetation clearing and tree removal, if needed
- Consider Rumble Strips or vertical elements to slow vehicles

Long Term Recommendations

- Coordinate improvements with Campbellton Road BRT project and Trails ATL plan

Q3-2

Sylvan Rd SW near Bridgewater St SW

Details	
Crash Report #	241981074
Date & Time	7/16/2024 2:45 PM – Tuesday
Council District / NPU	District 12 / NPU X
Road Ownership	ATL DOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 6,500 vehicles
Posted Speed	35 mph
HIN (2017-2021)	No
VRU	None
Collision Type	Not a Collision with Motor Vehicle
Demographics	65 yr/old black male
Communities of Concern	No
Land Use	Residential

Summary

Southbound driver lost control and crossed traffic and hit a tree. Delayed death; died in hospice on 8/27/2024

Systemic Risk Factors

Functional Class – Minor Arterial

Crash Location

▲ 6/17/2024 fatal crash

10-year history

- 1 Serious Injury in 2017
 - Intersection, angle crash; Driver speeding and changing lanes around another turning vehicle

Other Factors

- Slight downhill
- 2,300 feet between traffic signals
- Unprotected bike lanes on each side



Plans

- MAF sidewalk installations
 - T-104 between Melrose and Sylvan Pl
 - T-104 between Langston and Astor

Infrastructure Changes

- None

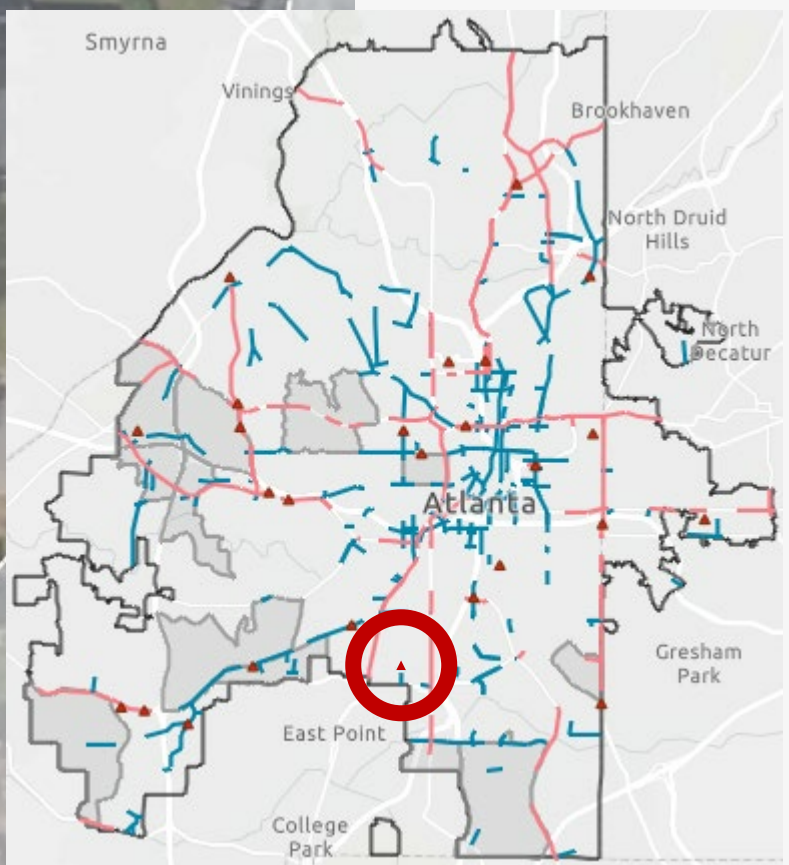


Figure 1: Sylvan Rd SW looking south



Figure 2: Sylvan Rd SW looking north



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Increase speeding, reckless driving enforcement

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Implement speed limit change to 25mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Install speed cushions along length of Sylvan between Dill Ave and Astor Ave

Long Term Recommendations

- Install centerline rumble strips or raised pavement markers
- Upgrade tactical project with permanent materials, Langston Ave to Perkerson Rd
- Install safe crossing, ADA accessible ramps, and concrete pad for southbound MARTA bus stop
- Reduce functional classification to collector and update list of roads

Q3-3

Martin St SE at Ormond St NE

Details	
Crash Report #	242101069
Date & Time	7/28/2024 3:39 PM – Sunday
Council District / NPU	District 1 / NPU V
Road Ownership	ATLDOT
Functional Class	Major Collector
Traffic (AADT)	Approximately 1,000 vehicles
Posted Speed	30 mph
HIN (2017-2021)	No
VRU	Bicyclist
Collision Type	Not a Collision with Motor Vehicle
Demographics	63 yr/old black male
Communities of Concern	No
Land Use	Single family homes and low density retail

Summary

Westbound driver hit southbound downhill bicyclist that did not stop at the stop sign.

Systemic Risk Factors

AADT < 20,000 vehicles

Showing 0 Crashes



South Ave S


Plans

- None

Infrastructure Changes

- Recently removed On-Street Eatery at Talat Market

Crash Location

 7/28/2024 fatal crash

10-year history

- None

Other Factors

- Martin Street is one-way southbound, and a large hill, with the low point at the intersection with Ormond Street
- Ormond Street is one-way westbound
- Crash Report mentions bicycle brakes were not operational

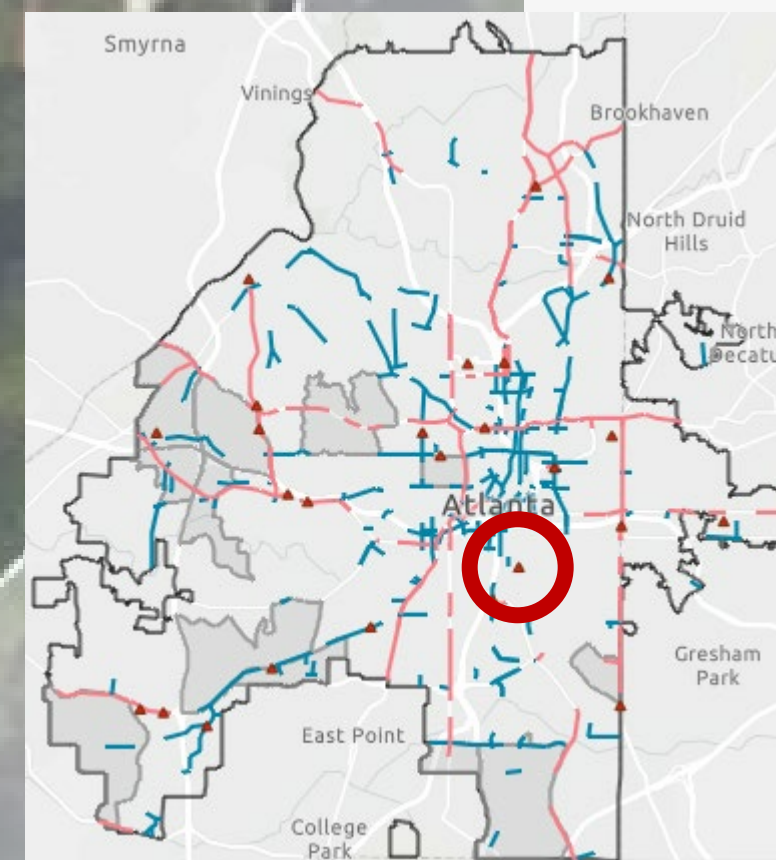
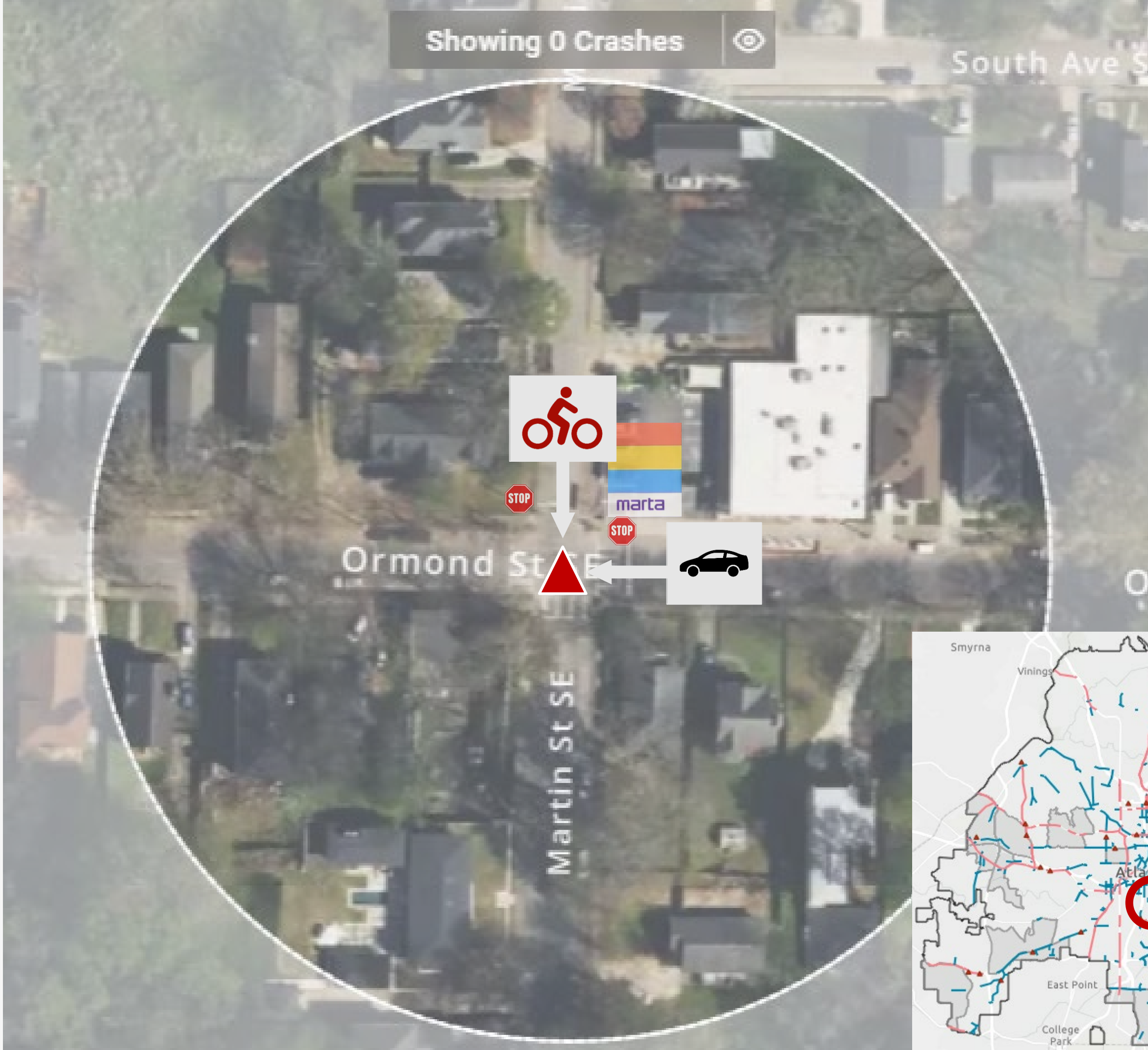


Figure 1:
Ormond St SE
looking west



Figure 2: Ormond St SE
looking east



Figure 3: Martin St SE
looking south



Recommendations

Lead Agency: ATLDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Implement speed limit change to 25mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Paint crosswalk across north leg and extend the stop bar to be across the full leg
- Paint new daylighting at all legs of the intersection, to visually narrow the approach
- Install stop sign on the left side of the southbound approach (north leg)
- Change pedestrian ahead sign to stop ahead warning sign on southbound approach
- Host free bike repair workshop in the neighborhood

Long Term Recommendations

- Work with property owners of commercial building to formalize the on-street eatery
- Consider curb bulbouts to formalize narrow intersection
- Review opportunity to CTP to review two-way reconfiguration of Ormond and Atlanta Ave
- Update list of roads

Q3-4

North Avenue (US 78) near Luckie St NW / Tech Pkwy

Details	
Crash Report #	242181574
Date & Time	8/5/2024 9:21 PM – Monday
Council District / NPU	District 3 & 4 / NPU E & M
Road Ownership	GDOT
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 24,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes
VRU	None
Collision Type	Not a Collision with Motor Vehicle
Demographics	65 yr/old asian male
Communities of Concern	No
Land Use	Georgia Tech to the north and hotel to the south

Summary
Westbound driver of ride hail vehicle drove off the road and hit a pole.

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Minor Arterial
AADT > 10,000 vehicles

Crash Location

▲ 8/5/2024 fatal crash

10-year history

- 2 Serious Injury
 - 2016 left angle crash
 - 2018 moped hit & run

Other Factors

- Potential medical episode

Plans

- None

Infrastructure Changes

Changes

- None

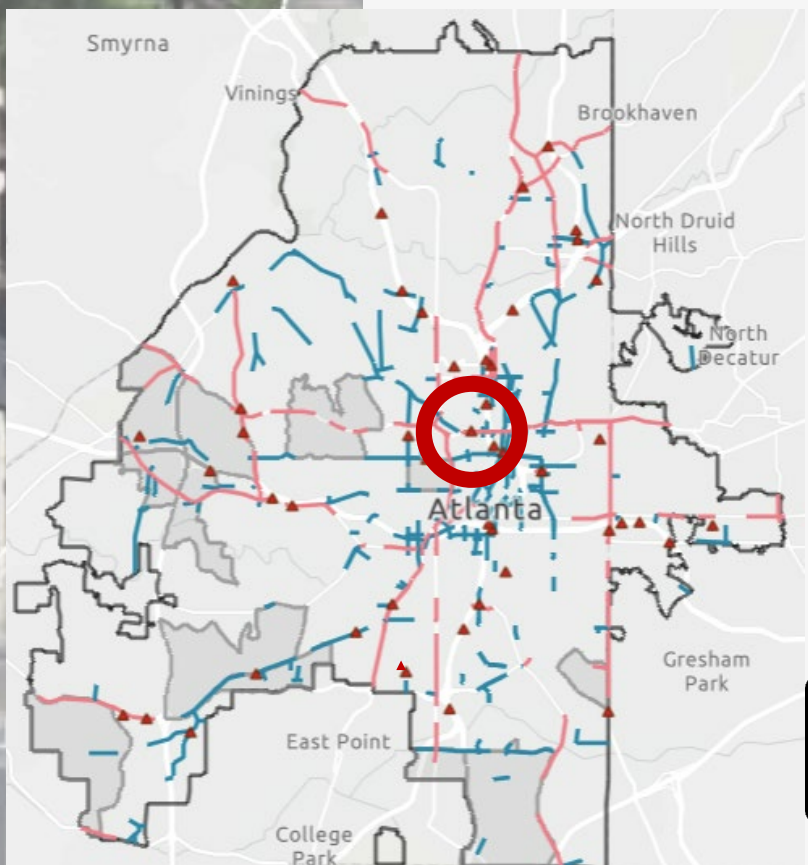


Figure 1: North Ave NW (US 78) looking west



Figure 2: North Ave NW (US 78) looking east



Recommendations

Lead Agency: GDOT

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- Restripe to include new trail crossing striping as per MUTCD with upcoming resurfacing
- Review signal timing and pedestrian / cyclist detection improvements to decrease delay and enhance pedestrian safety
 - 2 pedestrian crashes within 5 years

Long Term Recommendations

- None

Q3-5

3657 Martin Luther King Jr. Dr SW (US 29)

Details	
Crash Report #	242630459
Date & Time	9/19/2024 6:30 AM – Tuesday
Council District / NPU	District 10 / NPU H
Road Ownership	Private
Functional Class	None - Parking Lot
Traffic (AADT)	N/A
Posted Speed	N/A
HIN (2017-2021)	Yes
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	64 yr/old black male
Communities of Concern	Yes
Land Use	Gas station convenience store

Summary
Driver hit pedestrian laying in the gas station parking lot.

Systemic Risk Factors
Within a Community of Concern
Proportion of transit commuters > 20%
Mixed use zoning surrounding segment

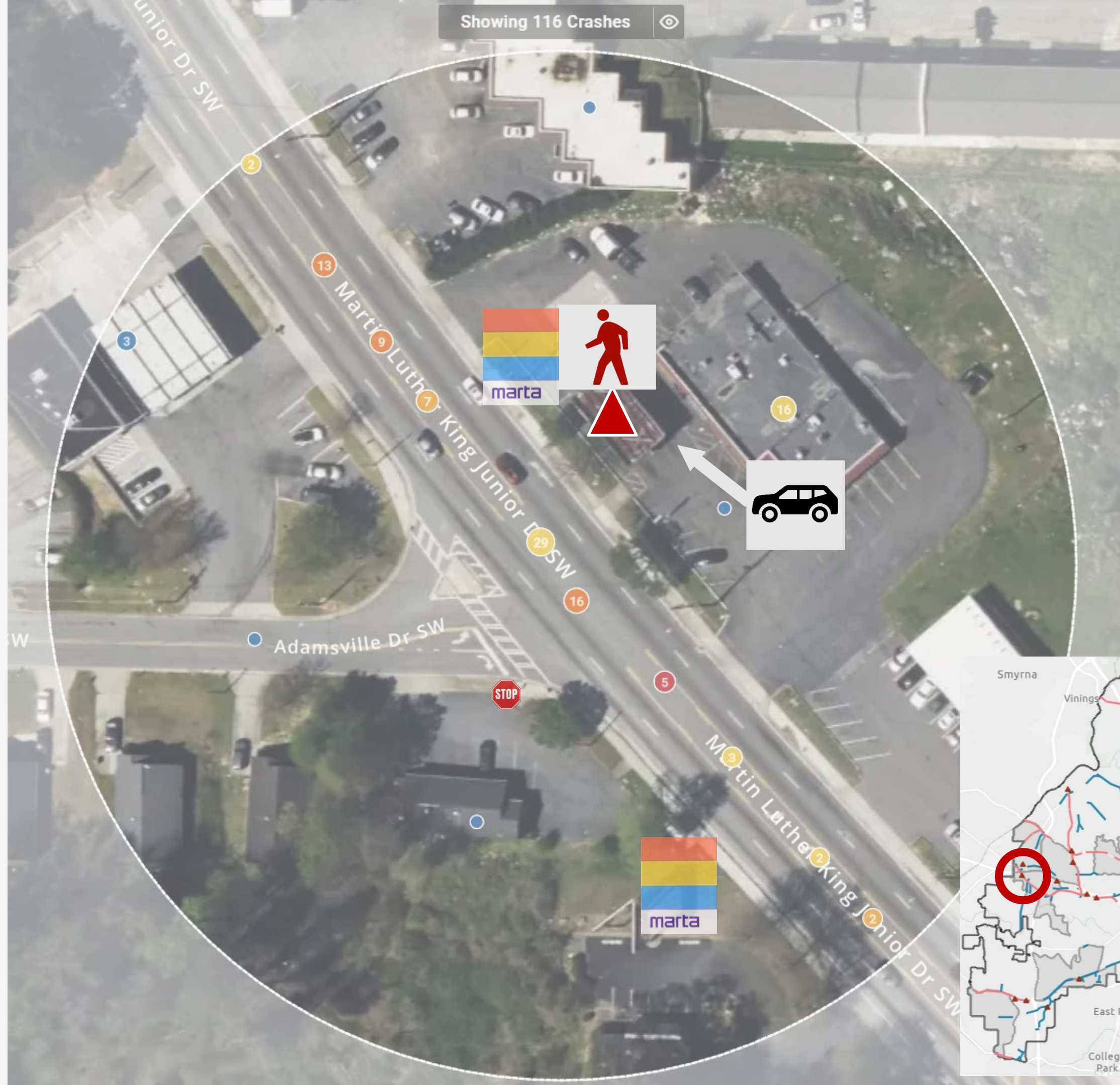
Crash Location

▲ 9/19/2024 fatal crash

10-year history

- 2 Fatalities
 - 2020 pedestrian crossing
 - 2022 run off the road
- 4 Serious Injuries
 - 2014 angle crash
 - 2015 angle crash
 - 2019 head on
 - 2020 motorcycle

Other Factors



Plans

- ATLDOT #4043 - MLK Jr. Drive Safety Improvements

Infrastructure

Changes

- None

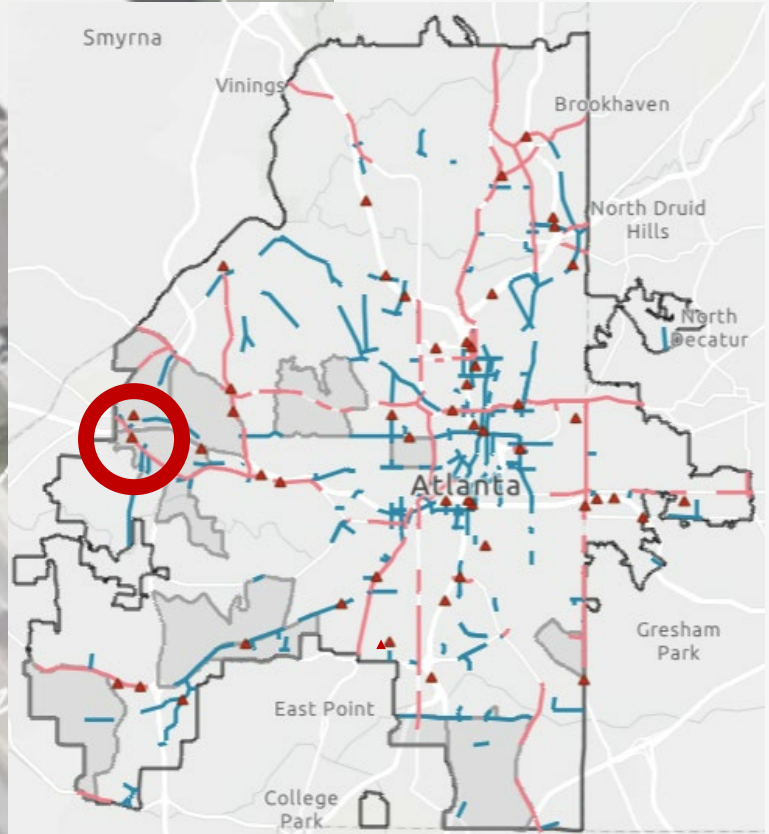


Figure 1: MLK Jr.
Dr SW (US 29)
west entrance



Figure 2: MLK Jr.
Dr SW (US 29)
east entrance



Recommendations

Lead Agency:

Systemic Recommendations

- Conduct people experiencing homelessness analysis

Immediate Actions

- No immediate infrastructure improvements were made

Short Term Recommendations

- None

Long Term Recommendations

- Add nearby MARTA bus stops to Safe Routes to Transit project for additional pedestrian safety review
- Review access management of commercial properties and reduce number of driveways, especially on major corridors (arterials, collectors)
- Ensure crash is included in ATLDOT project #4043

Q4-1

Lee St SW (US 29) near Arlington Ave SW

Details	
Crash Report #	242890303
Date & Time	10/15/2024 5:15 AM – Tuesday
Council District / NPU	District 4 / NPU S
Road Ownership	GDOT
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 24,500 vehicles
Posted Speed	35 mph north of Avon; 40 mph south of Avon
HIN (2017-2021)	Yes – 232 most dangerous intersection
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	31 yr/old black female
Communities of Concern	No
Land Use	Single story commercial, Lee Food Mart convenience store in residential neighborhood rail line as barrier on other side

Summary

Southbound driver hit pedestrian that stepped into the road.

Systemic Risk Factors

of Through Lanes – 5 lanes


Functional Class – Minor Arterial

Public School present with ¼ mile


Proportion of transit commuters > 20%

Mixed use zoning surrounding segment

Crash Location

 10/15/2024 fatal crash

10-year history

-  2 Serious Injury in 2017
 - 2020 motorcycle doing a wheelie
 - 2021 police chase of ATV

Other Factors

- Slight downhill
- 3 SB lanes south of Sylvan Road
- 2 NB lanes



Plans

- MAF Lee Street Project #3010
- ATLDOT Finch Elementary SRTS action plan

Infrastructure Changes

- None

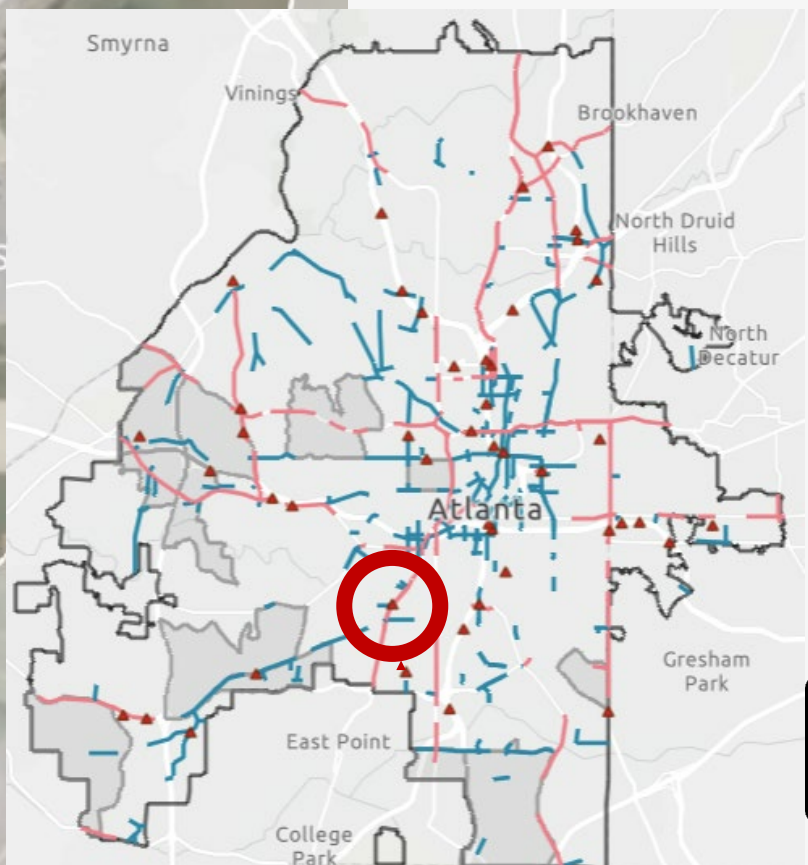


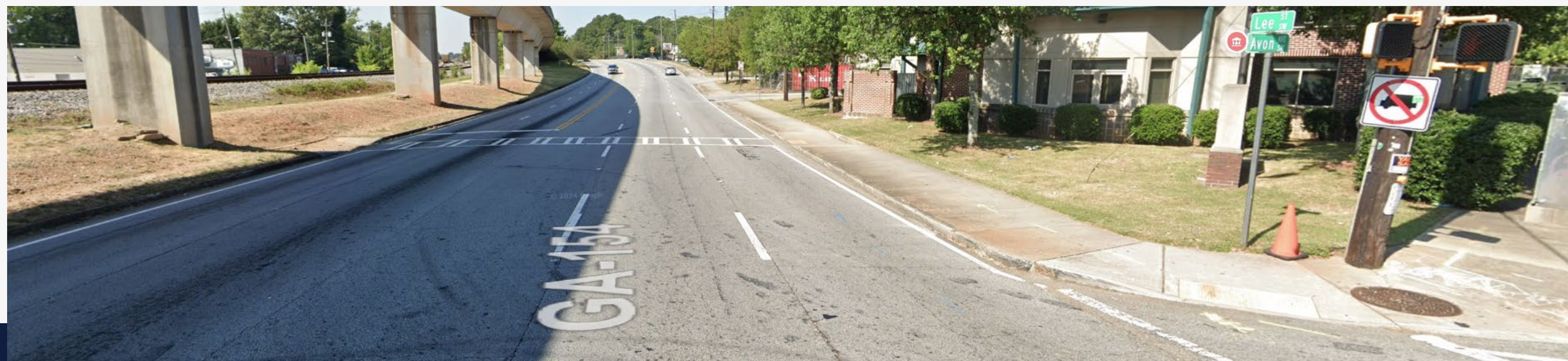
Figure 1: Lee St SW (US 29) looking south at Arlington Ave SW



Figure 2: Lee St SW (US 29) looking north at Arlington Ave SW



Figure 3: Lee St SW (US 29) looking south at Avon Ave SW



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Review speed limit sign spacing
- Leverage zoning to consolidate driveways
- Increase speeding, reckless driving enforcement

Immediate Actions

- Lighting assessment conducted

Short Term Recommendations

- Implement speed limit change to 35 mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Refresh crosswalks across Avon Ave SW

Long Term Recommendations

- Remove south leg crosswalk and move NB stop bar closer to intersection at Avon
- Review excessive lanes and potential way to reduce laneage via quick building materials
- Consider additional traffic calming with MAF project
 - Potential safe ped crossing at Arlington Ave SW
 - Potential wayfinding to use Avon Ave SW intersection / crosswalk

Q4-2


Ponce De Leon Ave NE (US 78) at Charles Allen Dr NE

Details	
Crash Report #	243011465
Date & Time	10/27/2024 7:48 PM – Sunday
Council District / NPU	District 2 / NPU E & M
Road Ownership	State
Functional Class	Principal Arterial
Traffic (AADT)	Approximately 24,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes – 776 most dangerous intersection
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	56 yr/old white female
Communities of Concern	No
Land Use	Church, single story neighborhood commercial, fast-food restaurants and mutli-family mid-rise building


Summary
Westbound driver hit pedestrian that was crossing the east leg southbound against the pedestrian signal.

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Principal Arterial
Signalized Intersection
Mixed use zoning surrounding segment

Crash Location

 10/27/2024 fatal crash

10-year history

-  2 Serious Injuries
 - WB left turning vehicle
 - 200 feet east of the intersection
 - 1 involved scooter in bike lane
 - 1 involved EB vehicle

Other Factors



Plans

- GDOT resurfacing and restriping ahead of the World Cup
- GDOT vertical protection of bike facilities to be included in following project.
- Project may include closure of EB right lane and protected intersection design

Infrastructure Changes

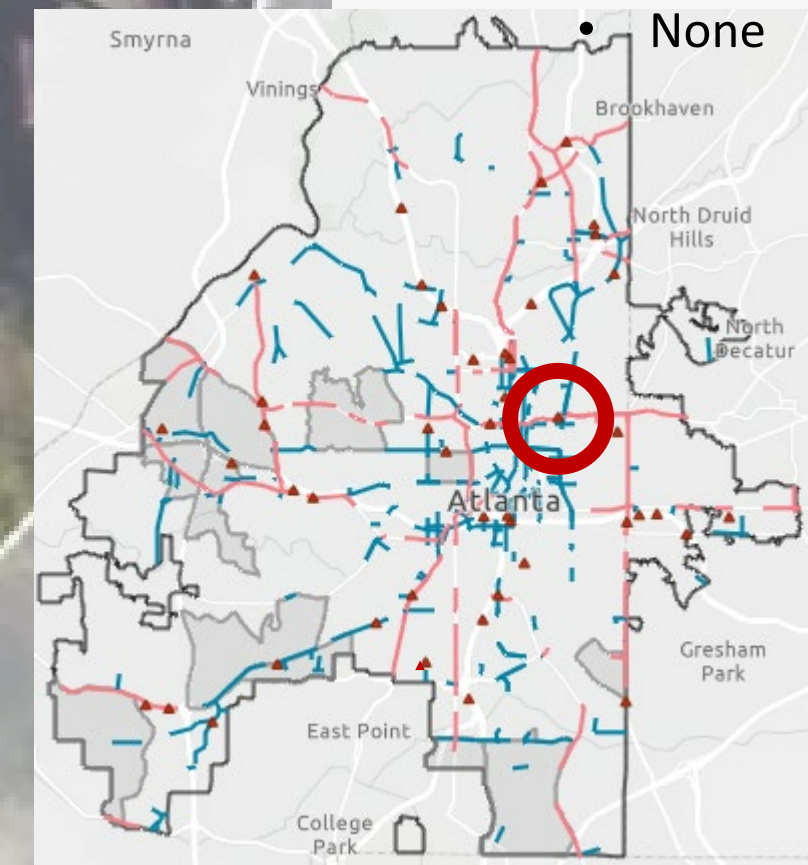


Figure 1: Ponce de Leon Ave NE (US 78) looking west



Figure 2: Ponce de Leon Ave NE (US 78) looking east



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Zoning / driveway consolidation
- Increase speeding, reckless driving enforcement

Immediate Actions

- Reviewed street lighting

Short Term Recommendations

- Deploy temporary speed feedback signs
- Review speed limit signage placement along corridor
- Review signal timing to reduce pedestrian wait times
- Pedestrian scale signage to inform pedestrian of signal improvements
- Install LPI - #105 citywide / #62 GDOT corridor

Long Term Recommendations

- Review pedestrian improvements within the GDOT resurfacing and bicycle lane protection project

Q4-3


West Peachtree St NW at 12th St NW

Details	
Crash Report #	243030167
Date & Time	10/29/2024 3:02 AM – Tuesday
Council District / NPU	District 2 / NPU E
Road Ownership	City
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 11,500 vehicles
Posted Speed	25 mph
HIN (2017-2021)	Yes – 375 th most dangerous intersection
VRU	None
Collision Type	Not a Collision with Motor Vehicle
Demographics	24 yr/old black female
Communities of Concern	No
Land Use	Dense mixed use, construction and barriers for development between 11 th St and 12 th St


Summary
Southbound driver drove wrong way on West Peachtree struck barriers.

Systemic Risk Factors
of Through Lanes – 3 lanes
Functional Class – Minor Arterial
Signalized Intersection
Mixed use zoning surrounding segment

Crash Location

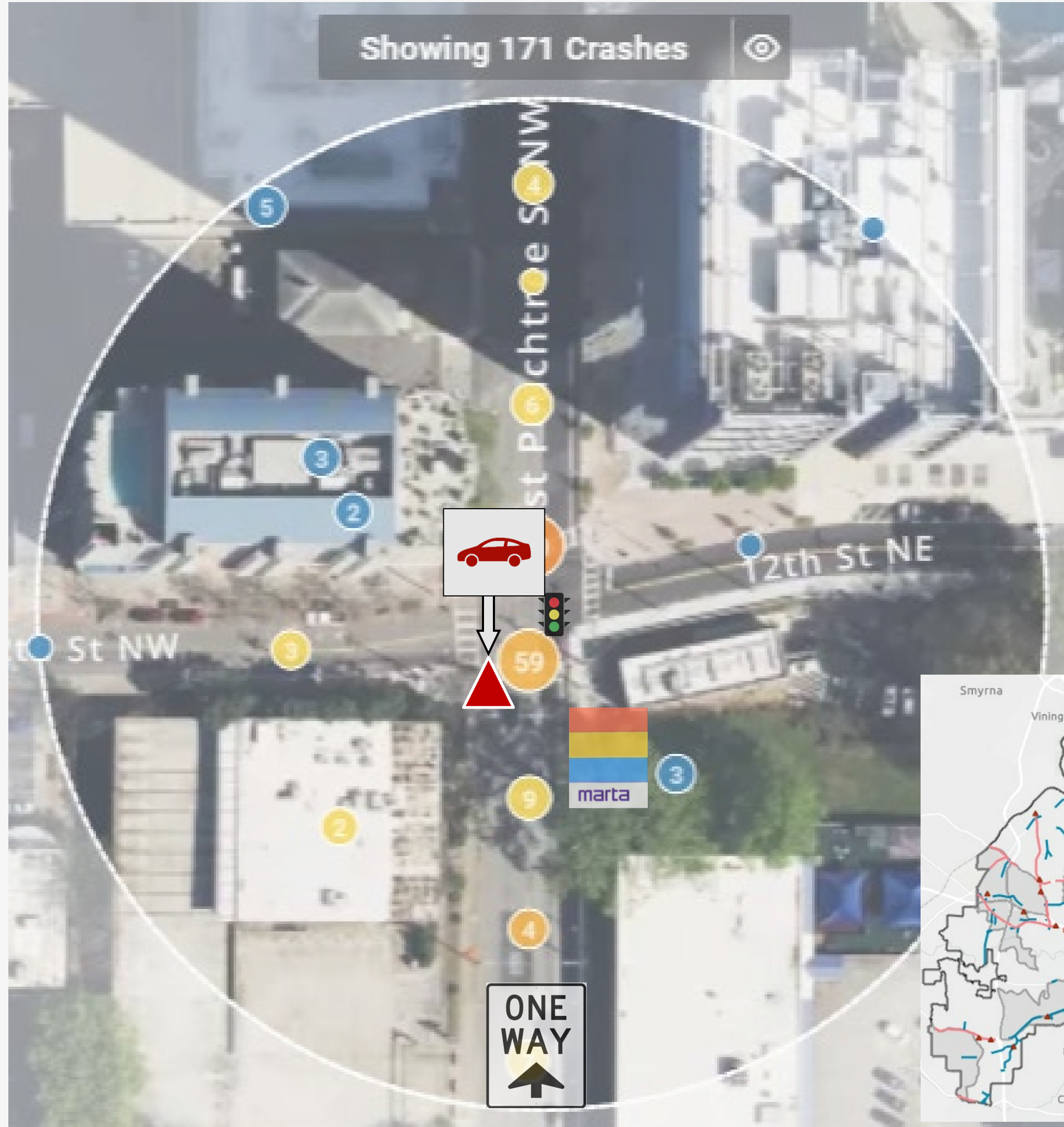
 10/29/2024 fatal crash


10-year history

-  1 Serious Injury in 2020
 - WB stolen vehicle crashed into building

Other Factors

- Driver turned onto West Peachtree St NW from 13th St NE east leg, making a left turn and driving south, wrong way



Showing 171 Crashes 

Plans

- Renew ATL / MAF West Peachtree Street protected bike lane project #1017

Infrastructure Changes

- Realignment of 12th St completed in 2021

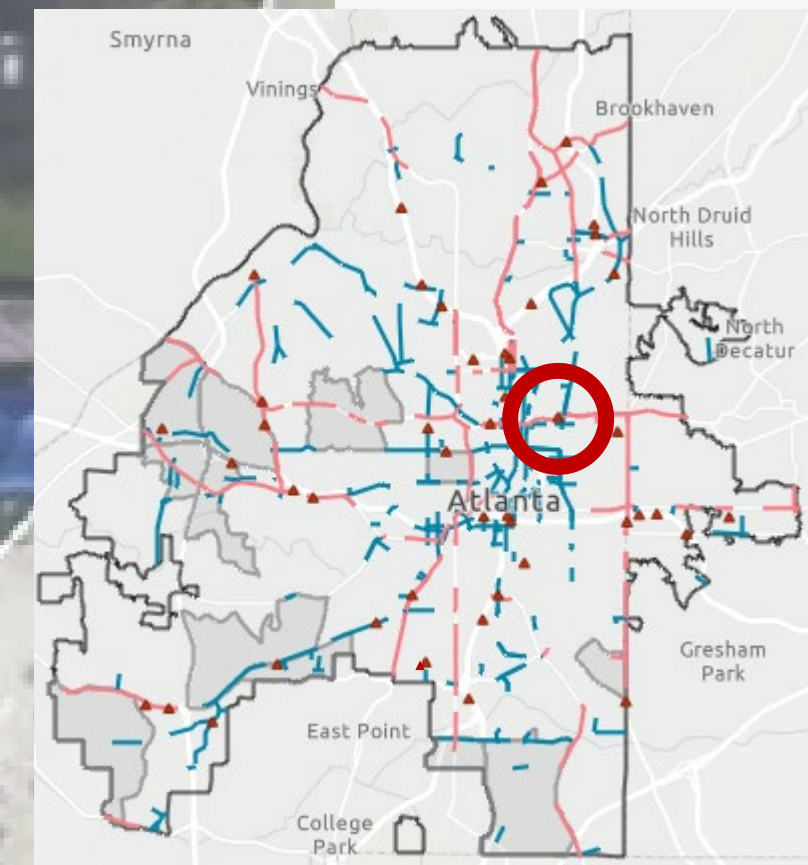


Figure 1: West Peachtree looking north



Figure 2: West Peachtree NW looking south



Figure 3: West Peachtree NW looking north construction gate

Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

Immediate Actions

- Reviewed street lighting

Short Term Recommendations

- Improve signage on construction barrier / gate
- Install straight / right arrow pavement markings on east leg of 13th Street
- Review each intersection between 10th and 14th street to standardize one-way street signage, one-way pavement marking arrows
- Consider clear/red RPMs for West Peachtree Street

Long Term Recommendations

- Review MAF project for additional wrong-way collision safety countermeasures

Q4-4

Martin Luther King Jr. Dr SW (SR 139) at Adamsville Pl Pkwy SW

Details	
Crash Report #	243070780
Date & Time	11/02/2024 11:28 AM – Saturday
Council District / NPU	District 10 / NPU H
Road Ownership	State
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 19,250 vehicles
Posted Speed	35 mph
HIN (2017-2021)	Yes – 110 th most dangerous intersection
VRU	Pedestrian
Collision Type	Not a Collision with Motor Vehicle
Demographics	81 yr/old black female
Communities of Concern	Yes
Land Use	Fulton County Adamsville Regional Health Center, multifamily residential

Summary

Northbound driver drove across oncoming traffic and onto the curb and struck pedestrian at the bus stop

Systemic Risk Factors

of Through Lanes – 4 lanes

Functional Class – Minor Arterial


AADT > 10,000 vehicles

85th percentile speed > 40 mph (42 mph)



Distance to Nearest First Response Facility > 0.25 mile

Within Community of Concern

Crash Location

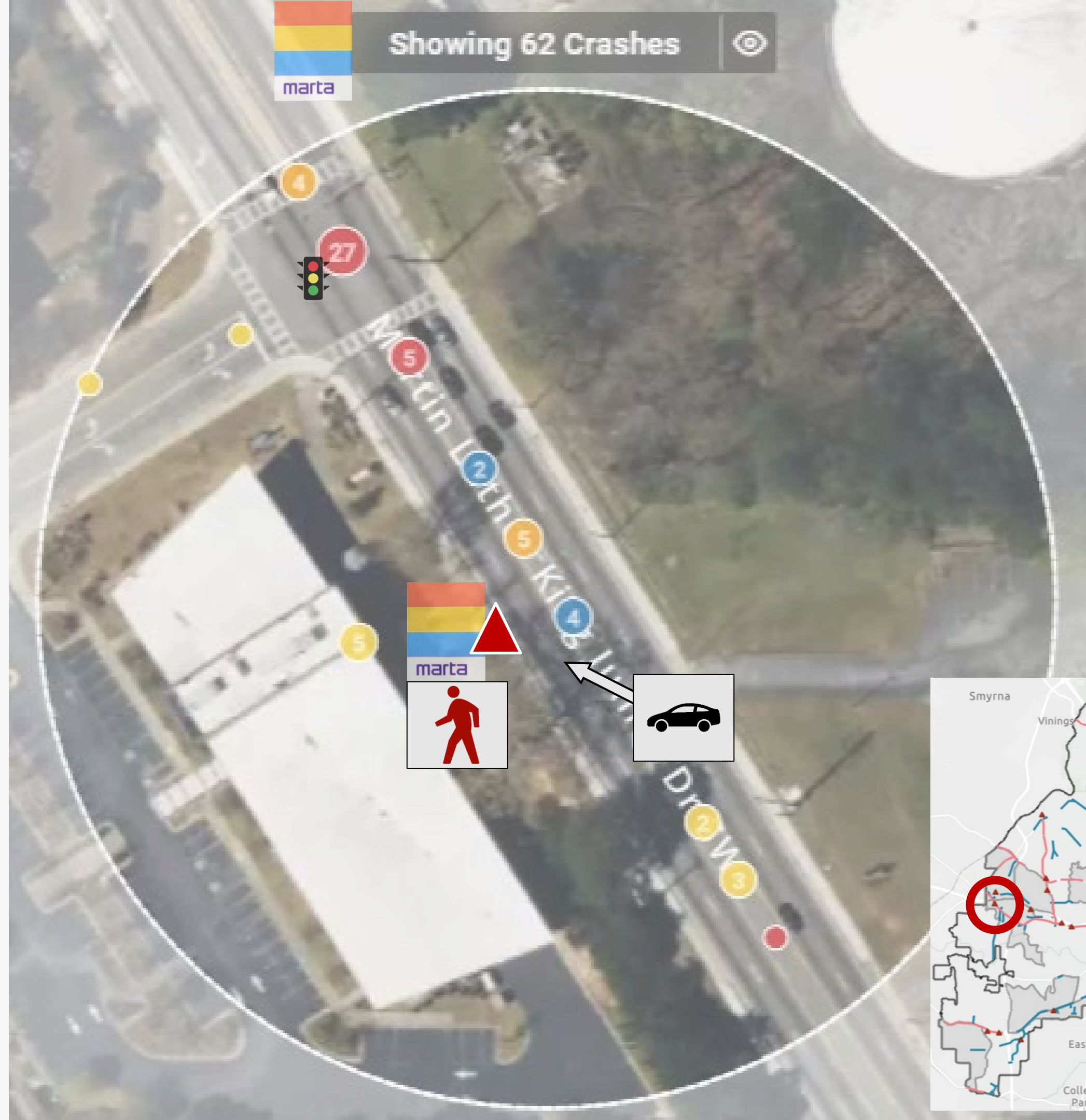
 11/02/2024 fatal crash

10-year history

-  3 Fatalities
 - 2019 SEB Speeding driver hit NWBL driver
 - 2021 Pedestrian
 - 2021 Pedestrian
-  2 Serious Injury
 - 2021 Pedestrian
 - 2022 NWB stolen vehicle crashed into building

Other Factors

- Impaired Driving Suspected
- 73 and 856 bus routes



Plans

- ATLDOT #4043 - MLK Jr. Drive Safety Improvements

Infrastructure Changes

- 2014 new signal installed at intersection
- 2019 median installed on north leg

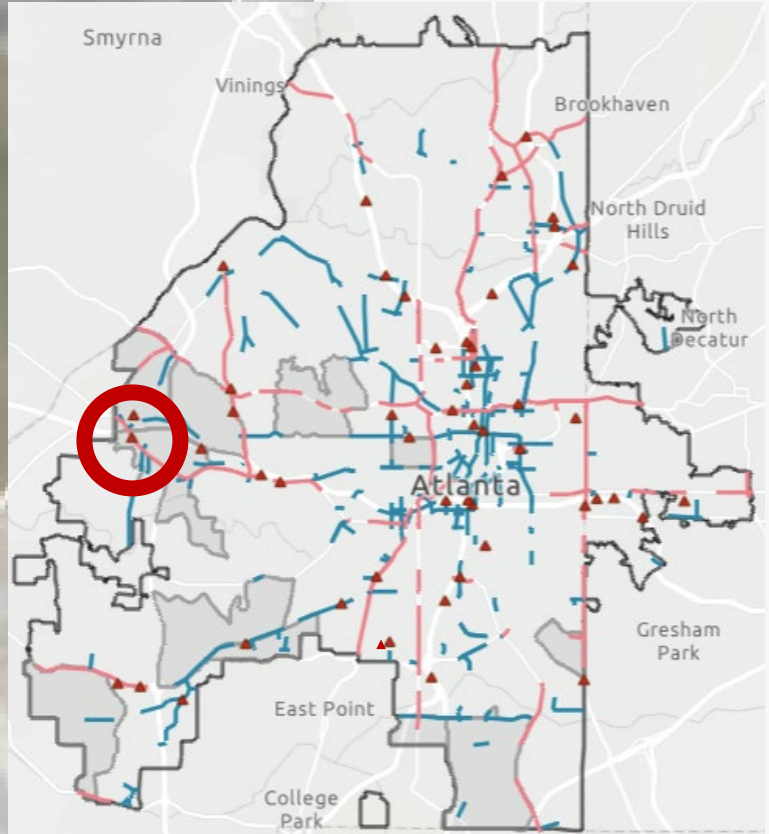


Figure 1: Martin Luther King Jr. Dr SW (SR 139) looking northwest



Figure 2: Martin Luther King Jr. Dr SW (SR 139) looking southeast



Recommendations

Lead Agency: GDOT

Systemic Recommendations

- Increase speeding, reckless driving enforcement

Immediate Actions

- Reviewed street lighting

Short Term Recommendations

- Add retroreflective backplates to signal heads
- Install speed limit sign on the southbound approach
- Deploy dynamic speed signs
- Replace T-intersection sign on northbound approach
- Consider centerline rumble strips where appropriate

Long Term Recommendations

- Reduce lane width from 11' to 10' lanes
- Consider Raised Median / concrete divider
- Consider nose / extension of median at intersection of north leg of the intersection
- Incorporate recommendations and conduct additional pedestrian analysis into ATLDOT project #4043 and Safe Routes to Transit
- Create list of senior zones and hospital zones to pilot inclusion in List of Roads update

Q4-5

Campbellton Rd SW at Honeysuckle Ln SW

Details	
Crash Report #	243161360
Date & Time	11/11/2024 5:07 PM – Monday
Council District / NPU	District 11 / NPU S and R
Road Ownership	City
Functional Class	Minor Arterial
Traffic (AADT)	Approximately 9,000 vehicles
Posted Speed	35 mph
HIN (2017-2021)	No, but between 2 segments
VRU	No
Collision Type	Rear End
Demographics	44 yr/old white male
Communities of Concern	Yes
Land Use	Single story, strip mall commercial, gas station and multi-family apartments across the street

Summary
Westbound driver drove into the back of stopped MARTA bus.

Systemic Risk Factors
of Through Lanes – 4 lanes
Functional Class – Minor Arterial
85 th percentile speed > 40 mph (41 mph)
Proportion of Transit Commuters > 20% (24%)
Within Community of Concern

Crash Location

▲ 11/11/2024 fatal crash

10-year history

● 2020 – fatal pedestrian crash midblock between Honeysuckle and Centra Villa

Other Factors

- Impaired Driving Suspected
- 83 bus routes
- First intersection and bus stop after the width increases from 2 lanes to 5 lanes (700 feet)
- No traffic control at Honeysuckle (47% of crashes are angle crashes)



Plans

- ATLDOT #3030
- MARTA Campbellton Road BRT project

Infrastructure

Changes

- Current resurfacing

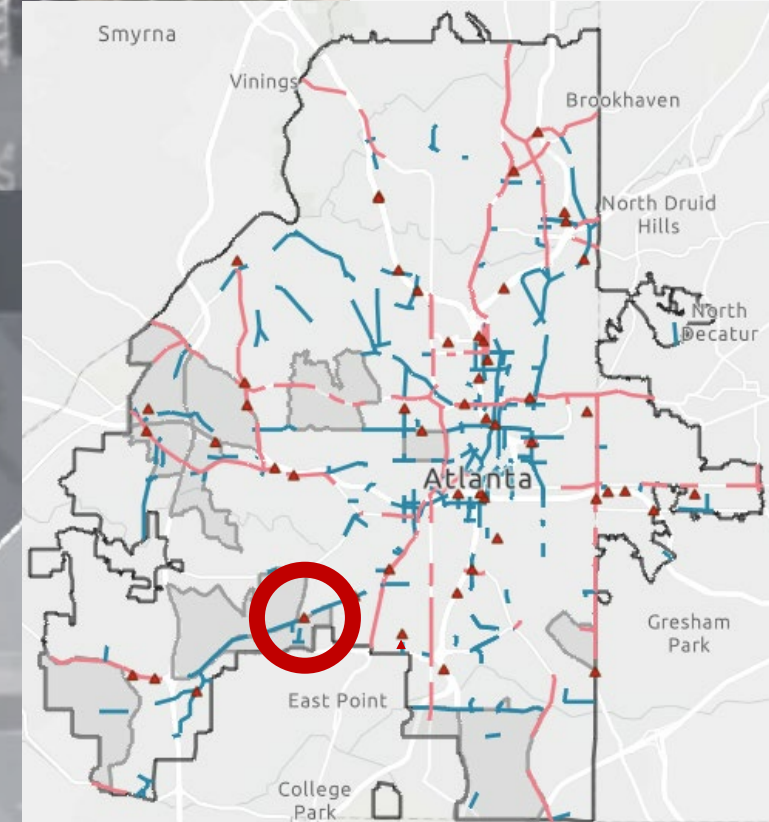


Figure 1:
Campbellton Rd SW
looking southwest



Figure 2:
Campbellton Rd SW
looking northeast



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Increase speeding, reckless driving enforcement
- Leverage zoning to consolidate driveways

Immediate Actions

- Review street lighting

Short Term Recommendations

- Implement speed limit change to 30mph and install speed limit signs, spaced based on Speed Limit Signs Placement Guideline
- Install tactical road diet between Centra Villa Dr to Timothy Dr (1,250 feet), to slow speeds and support multimodal movement

Long Term Recommendations

- Review MARTA BRT plans to ensure safe pedestrian and bicycle infrastructure is included
- Partner with APD to review peer cities approaches to impaired driving
- Explore signalization of Honeysuckle Ln SW

Q4-6

N Highland Ave NE near Lanier Blvd NE

Details	
Crash Report #	243451942
Date & Time	12/10/2024 11:00 PM – Tuesday
Council District / NPU	District 6 / NPU F
Road Ownership	City
Functional Class	Major Collector
Traffic (AADT)	Approximately 12,000 vehicles
Posted Speed	30 mph
HIN (2017-2021)	No
VRU	Yes, moped driver
Collision Type	Head On
Demographics	38 yr/old latino male
Communities of Concern	No
Land Use	Single family residential, and various commercial

Summary
Northbound moped driver drove into the southbound travel lane and hit the oncoming SUV.

Systemic Risk Factors
AADT > 10,000
Proportion of Limited English Proficiency Households > 3%

Crash Location

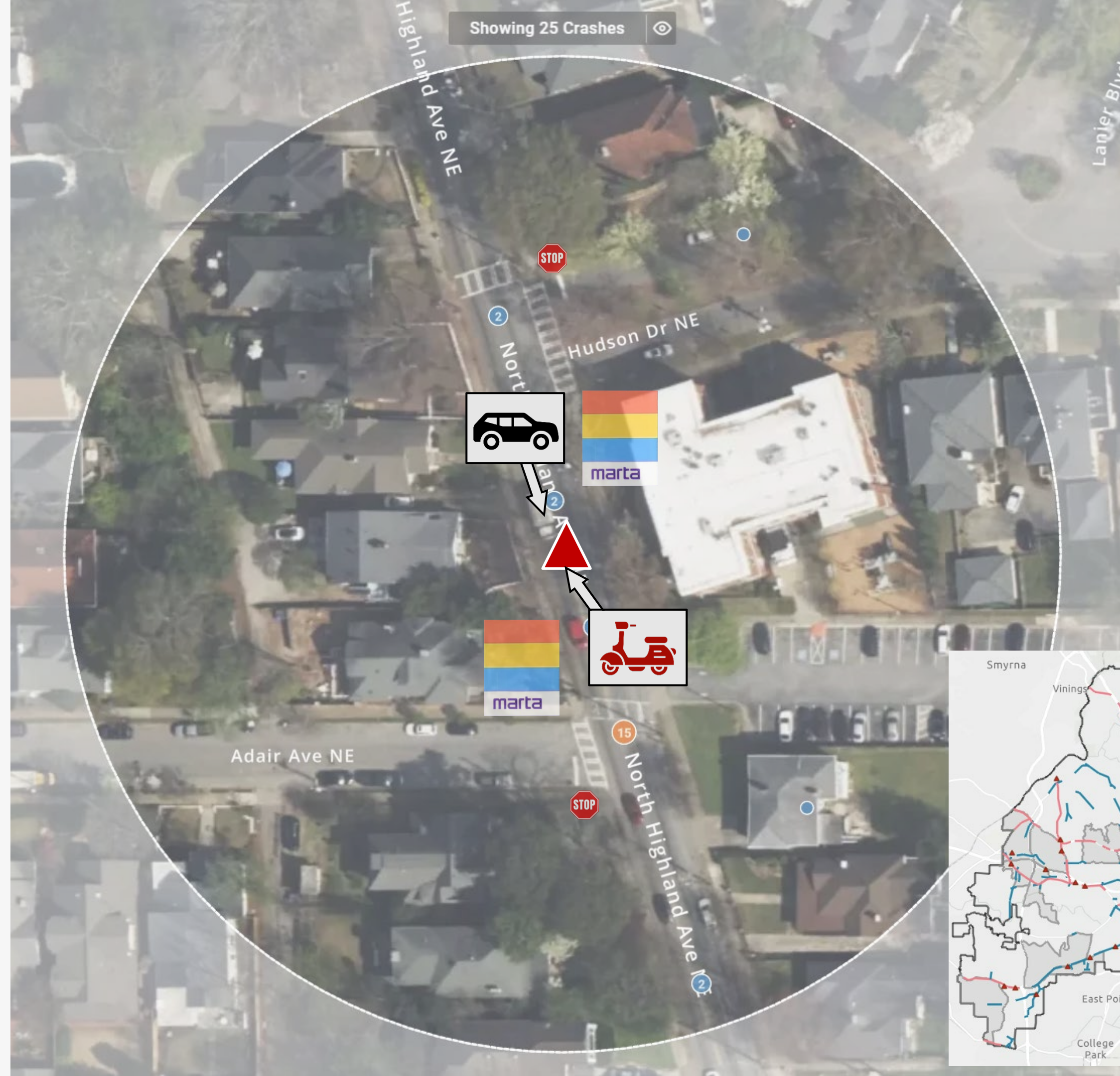
▲ 12/10/2024 fatal crash

10-year history

- 2014 – serious injury single-vehicle crash
Eastbound driver at Adair failed to stop and hit pole (charged with DUI)

Other Factors

- Impaired Driving Suspected
- 816 bus route



Showing 25 Crashes

Plans

- ATLDOT #4097

Infrastructure Changes

- None

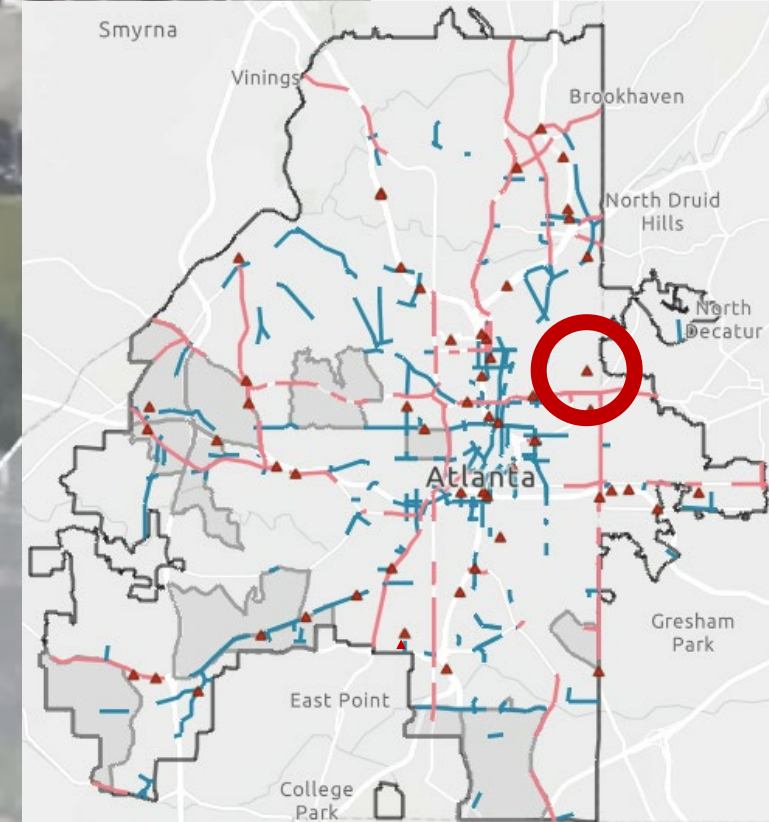


Figure 1: N Highland Ave NE looking north



Figure 2: N Highland Ave NE looking south



Recommendations

Lead Agency: ATLDOT

Systemic Recommendations

- Distracted and impaired driving systemic approach

Immediate Actions

- Review street lighting

Short Term Recommendations

- Install Rectangular Rapid Flashing Beacon at Adair Ave as identified in 2023 pedestrian crossing study
- Install daylighting at Adair Ave to narrow the northbound lane and provide greater visibility of the crosswalk
- Review no parking signage at YWCA

Long Term Recommendations

- Partner with APD on systemic approach to distracted and impaired driving
- Implement Cycle Atlanta 2.0 cross section to include bike lanes on both sides